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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	3.50	5.06	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	Dep.	6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50	First Class Only	9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02		9.36	10.51	12.21	2.43	5.51	7.31
Taipo	...Dep.	7.16		9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21		9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32		10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36		10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42		10.13	11.28	12.58	3.21	6.30	8.08

		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	First Class Only	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38		6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42		6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55		6.18	6.47
Yaumati...	...Dep.	9.02	11.29	12.33	3.50	5.07		6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15		6.38	7.07

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STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	..Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25	11.10	3.00	6.10

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SCOTTISH LETTER.

PRINCE HENRY AND THE BOYS' BRIGADE.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 8th.

The visit of Prince Henry to Glasgow was made the occasion of a remarkable demonstration of loyalty to the Throne. The proceedings from first to last would have been a revelation to those good people in the South who, failing to allow for that picturesque excessiveness of phraseology which the Scottish West-County owes to its strong Celtic admixture, form their ideas of Glasgow from the fantastic outbursts of certain of its political representatives, and picture our douce city as a hotbed of revolution and a menagerie of "wild men." It was the real Glasgow, and not the Glasgow of sensational fiction, that found expression in the unanimous and spontaneous enthusiasm with which Prince Henry was greeted. The primary object of the Prince's visit was to inspect the Glasgow Battalion of the Boy's Brigade. Glasgow, as those who really know it are aware, is not merely a centre of commerce and industry: it is profoundly interested in the higher side of life. Had it done nothing else save originate the Boys' Brigade, it would still have been entitled to the gratitude of mankind. The parade state was 10,399, a number which constituted a record, and, as the Prince remarked, entitled the Battalion to describe itself as two brigades. As those who are acquainted with the working of the Brigade know, those figures represent a huge amount of hard and conscientious work on the part of the officers, and a very substantial sum of solid moral achievement. In the light of what the Brigade has accomplished, we may rank its founder, the late Sir William A. Smith, not only among Glasgow's greatest citizens but among the real makers of Empire and the benefactors of mankind. The Brigade was established at a critical time, when the social effects of universal education and of widening liberty were becoming apparent. It fulfilled a vital social function by giving a new and deeper meaning to discipline, encouraging self-respect, and assisting in the practical application of Christianity to everyday life. It has supplied a healthy and a socially constructive channel for liberated energies that might in many cases have wrought individual and communal harm. It is anti-militarist in the best, the only positive sense, for it gives a spiritual and a moral direction to the military virtues. Glasgow is justly proud of its position as the head-centre of the Boys' Brigade, and the impressions of it gathered by Prince Henry cannot fail to result in a further stimulation of this great regenerative movement.

Prince Henry made an excellent impression on Glasgow, and is easily the orator of the younger generation of the Royal Family. He speaks clearly, fluently, and with an engaging twinkle in his eye. If his chaff was not extemporaneous, it had the air of being so.

THE EARL OF OXFORD.

Elevation to the Peerage has evidently infused more "pep" into the leader of the Liberal Party. When in Glasgow inaugurating the new organisation of Young Liberals,—who chose the 16th of May for their demonstration and celebrated it in the time-honoured fashion of their late associates of the Labour Party,—Lord Oxford delivered an unusually vigorous speech. His old manner of rigid austerity was seldom in evidence, giving place to a buoyancy which developed at intervals into flippancy. An ungallant critic remarked that perhaps the absence of "Margot" accounted for the change. Certainly while in the ante-room he resembled a school-boy on the eve of holiday. In every respect the Earl of Oxford was in marked contrast to the rejected of Paisley when he was last seen in Glasgow departing for London.

The policy of the Young Liberals may be gathered from a "Land Song" which was shouted at the opening of the meeting to the tune of "Marching Through Georgia"—

"Hark! The shout is swelling from the
East and from the West,
Why should we beg work and let the
Land-Lords take the best?
Make them pay their taxes for the land
—well risk the rest;
The Land was made for the People!"

LEAKAGE OF THE BUDGET.

"All the talk of all the world" is about the Budget, and it is remarkable that here in the North there was little or no speculation, in a monetary sense, on the prospects of the taxes. Whenever there is a leakage of Budget secrets, the hole, as with a fountain, is always at the top. The Treasury officials are close as always, and the printers who set up Budget papers have never been known to betray confidence reposed in them. This year there was a lot of leakage, which began after Mr. Churchill had submitted his main proposals to the Cabinet. The name of the Cabinet Minister who gave the show away is supposed to be known—I have heard the same name from several quarters. The particulars must have been given by one of the Cabinet, not, of course, Mr. Churchill himself. The Chancellor is very rarely talkative because strict secrecy adds greatly to the interest in his speech. In this instance Mr. Churchill did keep a good many interesting points up his sleeve, and did not disclose them to the Cabinet until it was too late for a garrulous colleague, or colleagues, to tell editors of newspapers over cocktails at a club.

In old days the tame Minister who was willing to keep his friends of the Press informed of Cabinet secrets was quite an institution. He was willing, too, to accept payment for the job. But now, although much is told privately as between friends, and is used judiciously, no payment ever passes. A Minister who accepted pay for Government secrets, and was discovered, would in these days of harsh public virtue lose not only his job but his liberty. Unless he happened to be the Prime Minister, he would be prosecuted under the Official Secrets Act by his indignant colleagues. So it may be said that though there often is leakage, as with the recent Budget, it is not corrupt leakage. It is indiscreet chatter over a friendly glass in private houses.

WINTER AND SUMMER SPORTS.

With the change of seasons there comes a change in our Scottish sports. Winter sports, of course, must be weather-and-water-proof. Football is in no way interfered with by a shower of rain, and in the damp winter from which we are slowly emerging good and clever games were played on fields that were practically bogs. The stamina of the football follower is marvellous. He braves all weathers to see his favourite sport. Indeed football is often so exciting that it drives away all sense of discomfort. Do any of the summer sports come into that category? None is so strenuous as football. Some go on rain or shine. But into that list cricket does not enter. Many sensational things happen in cricket, especially in a wet season; but they are largely affairs of chance. If we consider the enormous growth of interest of recent years in sport—Rugby football and lawn tennis are two cases in point—it may be said that here in the North cricket is largely marking time. It must be kept in mind that cricket in Scotland is greatly different from the game in England. For one thing it is an amateur's game: at most only a couple of professionals (bowlers) will turn out for a side; and this, we strongly contend, makes it a superior "sport" to the professional variety so popular down South. Then few games last more than one day—because of the amateur character of the teams; some even last only four hours. This quick decision of the matches is here considered preferable to those which are long drawn out. Recently, for instance, in Australia the Test matches resolved themselves into contests of endurance, like the old-time six days' walking contests. Our Scottish public do not care much for this long-drawn-out business. The English players in Australia certainly did not like the wearing and prolonged Tests. The two summer sports which have made most headway and show no sign of slackening in Scotland are golf and lawn tennis. There is a great spread of competitive golf, with all sorts of championships. The interest in the national events is exceptionally keen, while as for following round the experts in their contests the public find the exercise very agreeable and come out in numbers rather troublesome to the stewards. Golf has won on its merits, and came on the scene when multitudes of men and women were looking for relaxation after the wearing effects of present day business. Doubtless, there are others to whom golf comes first and business anywhere else; but they are in a minority. Then no better gift has been given to our girlhood than lawn tennis. Many do not play the game with real style or accuracy; but they get plenty of fun and recreation out of it. And what more do many of them want? The girls are certainly dominating tennis. Where many of the young men—the football enthusiasts—go in the summer is a mystery. They are certainly not all on the cricket field or the golf course.

A NEW HYMNARY.

The issue of a draft new hymnary by a Joint Committee of the Presbyterian Churches excited much interest in Scotland. It has been received with general approval, is expected to be adopted without much discussion by the coming General Assemblies, and may be in public use by the end of the year. About 200 hymns in the old book have been pensioned off and not one of the additions has "a croak in its throat or dust in its mouth." But hardly less interesting to us in Scotland here is the inclusion of eleven of the best of our Scottish paraphrases, in deference to the desires of our Presbyterian friends across the Border and beyond the seas. Many favourite sacred poems have been chosen. They include—"My soul, there is a country," by Vaughan, and "A servant with this clause," by George Herbert; two of John Bunyan's—"He that is down," and "Who would true valour see"; Kipling's Recessional, of course—but also his "Give us delight in simple things"; Tennyson's opening section of "In Memoriam," and three verses from Milton's Nativity Hymn, "Time will run back and fetch the age of gold"; Whittier's "Beside the silent sea"; and Black's "Jerusalem in England's green and pleasant land." In more modern days we have Canon Beeching's "Thanks of a boy," G. K. Chesterton's "Lift up a living nation," and Laurence Housman's "Lust of possession worketh desolation," not forgetting John Addington Symond's "With flame of freedom in their souls and light of knowledge in their eyes."

OBITUARY.

The death is announced in Glasgow of Major D. S. Miller, who in 1869 sent the first steamer to Japan. His admiration for Japan was keen, and he had a lifelong friendship with the well-known Baron O'Kouro. Major Miller served for many years in the Volunteers, and was a leading Scottish Freemason.

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COMPANY MEETING.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

The forty-fourth ordinary general meeting of the Indo-Chinese Steam Navigation Company, Limited, was held at the offices of the general managers, Messrs. Jardine, Matheson and Company, Limited, Pedder Street, yesterday morning, Mr. D. G. M. Bernard presiding. Others present were the Hon. Mr. A. O. Lang and Mr. A. H. White (directors), and Messrs. E. M. Aucott, F. C. Hall, A. Murdoch, N. L. H. Railton, W. Galloway, J. Fleming, A. Piercy, B. E. Macdougall, E. B. C. Hornell, H. Birkett, Ho Shai Kit, Ho Kung, Ho Leung, Li Yun Kun, Ho Tung Ying, Fung Hun, Ho Ki and A. M. da Silva (shareholders).

The CHAIRMAN said:—Gentlemen, As it is past the time for which this meeting was called, I will ask Mr. Aucott to read the notice convening the meeting and also the Auditors' Report.

Mr. Aucott having read the notice convening the meeting and the Auditors' report.

The CHAIRMAN said:—Gentlemen:—The Report and Statement of Accounts have been in your hands for some days, and with your permission I will, as customary, take them as read. Your Directors regret that the result of last year's working is again so unsatisfactory. The conditions with which all Shipping Companies operating tonnage in Far Eastern Waters have had to contend during recent years have been deplorable, and the year under review has been no exception. From January until March there were welcome signs of activity in the Charter Trades, and rates were not altogether unfavourable. There was, however, as abundance of tonnage available, as in addition to the large number of miscellaneous steamers usually employed in the Southern Charter business, numerous vessels under Time Charter to Japanese Owners, found their way into the Saigon and Bangkok Trades owing to their inability to find remunerative employment in their own waters, as a result of the disastrous earthquake in Japan in the latter part of 1923. From April onwards Rates began rapidly to decline, and other contributary causes to the severe depression in trade which set in about that time were the poor rice crops in Siam and Indo-China, and the political troubles throughout China. The Civil War, which broke out in North China during the second half of the year, caused a considerable amount of Chinese owned tonnage to come South apparently in order to avoid the possible risk of requisition by Chinese Military Officials, and competition in all directions became still more active.

The Bangkok-Hongkong berth rate from April onwards remained almost stationary at 35 cents per picul inside the Bar loading, which is the lowest average figure on record since pre-war days, whilst the Saigon-Hongkong Rate, the governing factor in arriving at the condition of Southern Charter business, remained during the greater part of the year at a very unremunerative level, falling in November to the ridiculous figure of 8 cents per picul.

Under these conditions it will be readily understood that the supply of tonnage was greatly in excess of the demand, the consequence being an intrusion of outside steamers into several of our regular berth trades, and, in co-operation with other friendly Companies, it was unfortunately necessary at times to reduce our tariff rates against these competitors to an unprofitable scale in order to maintain our position in the regular trades.

Although there was a fair movement of cargo in North China during the early months of the year, excessive competition was experienced with a consequent depression of rates in nearly every direction. The tense political situation towards the end of August, which led to the outbreak of hostilities between the Provinces of Kiangsu and Chekiang, and subsequent war between the larger factions in the North, materially affected the usual Autumn demand. Every effort was made, however, to maintain, and where possible to increase, the level of rates current during the previous year.

In some directions the Agreements concluded last year with competitors in our regular trades, which matter I referred to at our last Annual Meeting, have borne good results, and others are still under discussion. These negotiations are of an important nature, and it is hoped a satisfactory settlement will be reached in the near future.

With regard to the question of tonnage, your Directors took advantage of a favourable opportunity to dispose of two the Company's old steamers, the *Taisang* and *Wingsang* which had become unsuitable for the requirements of our business. They were sold at prices which showed a fair profit on their book values.

Reference is made in the Report to the purchase of the s.s. *Barrymore* now renamed *Kumsang* of 5,447 gross tons built in 1920. This vessel arrived from England in November last, and after undergoing necessary alterations to fit her for the Calcutta Line requirements, commenced her regular employment thereon in January last, and has so far proved an excellent addition to the Company's Fleet.

Hope or Curiosity

I think sometimes the word "curiosity" is just another name for "hope."
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The new steamer *Lienshing* 2,416 gross tons, built by the Hongkong and Whampoa Dock Co., for the Shanghai-Tientsin run, was delivered by builders during the month of May. She is an exceptionally fine coaster, being fitted with the very latest cargo handling gear, and have superior passenger accommodation. Since being placed on the run she has become a very popular vessel.

In view of the steady expansion of shipping business in the Yangtsze River, in which this Company is very largely interested, your Directors considered it necessary to acquire an additional steamer to operate on the middle Yangtsze between Hankow and Ichang. The order for the vessel was placed with the Hongkong and Whampoa Dock Co., and it is hoped to have her ready for service about October next. It was also found necessary to purchase another Towboat and six Lighters to act as feeders to our steamers at Hankow. These have recently been delivered by builders in Shanghai, and are now on commission.

As regards the Upper Yangtsze trade, I regret to state we have experienced further trouble with the *Fuhwo*. After being re-conditioned under the superintendence of an expert sent out from Home by the builders, she resumed her run between Ichang and Chungking. Later in the year, however, she met with a mishap by breaking a shaft, which necessitated her return to Shanghai. Stronger shafting is now being fitted, and it is hoped she will shortly be in commission again.

Our new steamer *Kingwo* also running on the Upper Yangtsze, has I am glad to say, proved a decided success, and has performed excellent service. Conditions in the Ichang-Chungking trade during the year under review were more favourable. It is satisfactory to note that very little fighting took place on the river itself, and there were fewer cases of firing upon steamers, a practice which has been so prevalent in previous years. Your directors regard the development of this line as most important, not only for itself, but as a feeder for our other river boats, and to strengthen our position they decided to augment our tonnage by another steamer. This is being constructed by the Kiangnan Dock and Engineering Works in Shanghai, who built the *Kingwo*, and the vessel is expected to be completed in July.

I am glad to be able to state that no casualty of a serious nature occurred during the year under review, and our thanks are due to the Staff, both ashore and afloat, for willing and valuable services rendered.

It is with regret that your directors have to record the death of the Hon. Mr. A. R. Lowe, who has filled the position as auditor to the company for some years past. Also of Captain F. T. Wheeler, the company's late Marine Superintendent at Hongkong. The benefit of Mr. Lowe's advice in connection with the accounts has always been very keenly appreciated. Captain Wheeler served the Company well and faithfully for a period of 29 years, and showed marked ability in the performance of his duties as Marine Superintendent, to which post he was appointed in 1919. I feel sure you would wish to express to the relatives of these gentlemen, whose loss is much deplored, the company's deep sympathy with them in their bereavement.

Turning to the statement of accounts, you will notice that building reserve account has been increased by £12,363.7.2, which represents the gain on the book values on the sale of the *Taisang* and *Wingsang* already mentioned.

Securities have been sold during the year to defray the cost of new tonnage and to pay for current expenses. The profit on the sale of these investments amounted to £17,705.12.11, and has been transferred from investment fluctuation reserve to revenue account. The sum of £191,000 has also been transferred from contingency account to revenue account, leaving a balance of £944.13.7, which it is proposed to carry forward.

The losses during the last three years have been very large, and as there is no indication that we have yet come to an end of our bad times your directors considered it would be wiser not to declare a dividend on the preferred ordinary shares, and a note that this is a liability of the company appears in the balance-sheet. Their action will I trust meet with your approval.

With regard to the future, gentlemen, I can only say that competition is still very keen, rates of freight remain at a low level, and business generally is in a depressed condition. A return to prosperity, as you must well realize, depends very largely on a final cessation of the continual civil commotion in China, the prospects of which unfortunately appear to be remote. In one or two instances our operating costs for the current year are likely to show a reduction, and with the anticipated conclusion of satisfactory agreements with our competitors already referred to, it is hoped our results for 1925 will be more favourable.

I now beg to propose the following resolution:—

"That the Report and Statement of Accounts as presented, including the transfer of £17,705.12.11 from Investment Fluctuation Reserve Account and £161,000, from Contingency Account to Revenue Account be adopted, and that the sum of £944.13.7 be carried forward to next year's account."

As soon as this Resolution has been seconded I shall be pleased to reply to the best of my ability to any questions which shareholders desire to ask.

BUSINESS MATTERS.

Mr. H. Birkett:—"I beg to second the Resolution."

The CHAIRMAN:—As there are no questions, I will put the resolution, which has been proposed by myself and seconded by Mr. Birkett to the meeting. Carried unanimously.

The CHAIRMAN:—The next business, Gentlemen, is the re-election of Directors.

Mr. F. C. HALL:—I beg to propose the re-election of the Hon. (Mr. A. O. Lang and Mr. A. H. White as directors."

Mr. Ho KWONG:—I beg to second that.

Carried unanimously.

The CHAIRMAN:—The next business, Gentlemen, is the re-election of auditors.

Mr. H. LEUNGH—I beg to propose the re-election of Mr. John Fleming and Mr. A. Ritchie as auditors for the year 1925, at a remuneration of $5,000.00.

Mr. Mr. GALLOWAY:—I beg to second that."

Carried unanimously.

The CHAIRMAN:—That concluded the business of the meeting, gentlemen. I thank you for your attendance."

SHIPS.

The list of the Company's fleet of steamers on December 31st, 1924, were as under:—

Esang (1,793 tons), *Wosang* (1,783), *Loksang* (1,560), *Taksang* (1,562), *Kutwo* (2,665), *Changwo* (1,065), *Kingsing* (1,983), *Chwasang* (2,255), *Suiwo* (2,572, *Laisang* (3,460), *Kiangwo* (2,209), *Hopsang* (2,142), *Hangsang* (2,143), *Namsang* (4,035), *Kwongsang* (2,283), *Tungshing* (1,869), *Waishing* (1,865), *Fooshing* (2,234), *Yatshing* (2,284), *Tuchwo* (3,770), *Fooksang* (3,100), *Cheongshing* (1,989), *Chipshing* (1,984), *Loongwo* (3,923), *Himsang* (2,920), *Yuesang* (1,844), *Tungwo* (1,337), *Kwaisang* (2,330), *Chaksang* (2,358), *Fausang* (2,256), *Leesang* (1,656), *Mingsan* (1,850), *Mausang* (3,272), *Kungwo* (4,636), *Tingsang* (2,256), *Pingwo* (2,671), *Hosang* (5,816), *Kutsang* (5847), *Fuhwo* (953), *Kingwo* (6,17), *Suisang* (3,229), *Yuensang* (3,229), *Lienshing* (2,416), *Kumsang* (5447).

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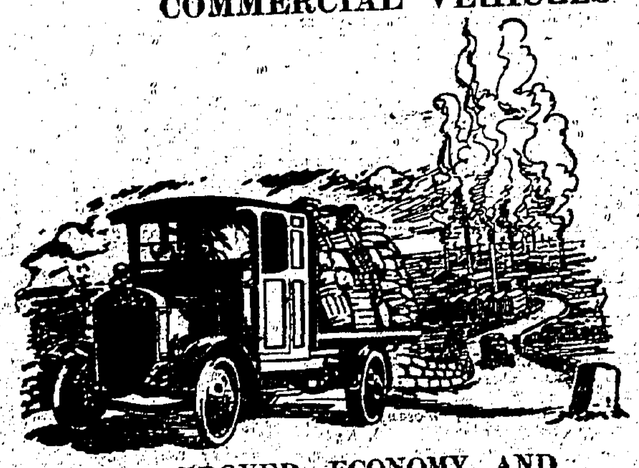

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OUR LONDON LETTER.

THE JUBILEE OF THE CHINA INLAND MISSION.

SUGGESTED USE FOR THE BOXER INDEMNITY.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 16th.

A PRINCE OF JESTERS.

There is real regret in Theatreland and among the theatre-going public at the death of Alfred Lester, which occurred in Madrid whence he had gone on a holiday in search of health. I dare say there are few people at home or abroad who have not seen and heard him at some time or other in the course of the last twenty years. He made his name in "The Arcadians," and in his own particular line nobody could touch him as a comedian.

It has been a stage convention ever since Charles Dickens wrote the life of Grimaldi that a comedian often jests with a breaking heart and sets the "house" in a roar while his soul is torn with grief. Lester presented this idea, and made a big fortune out of it; and the remarkable thing is that what the public believed was his stage mask was in fact his real self. He was by nature a melancholy man, always looking on the dismal side of life, and off the stage with his long hair and sorrowful countenance it was evident to everyone who met him that he had only to be natural to play the part that suited him and drew all the Town to see him and be merry.

He would appear before the footlights looking the picture of misery, and croak out a song full of the joy of life—"Always Merry and Bright" was the ditty which won him fame in "The Arcadians"—and the humorous point was that you saw a man holding back the tears while the words of his song were of the most festive character. He never married, lived very quietly in a small house at Streatham, and had had been receiving £150 a week for many years. It is estimated that Alfred Lester died worth about £100,000.

TOWARDS THE NORTH POLE.

There will be a good deal in the papers in the near future about the flight by aeroplane to the North Pole which is to be attempted by Amundsen and his party. The aeroplanes that will be used are of German design driven by British engines. They are of special construction, one feature being that the wing-tip floats that are always regarded as a weakness to flying boats are dispensed with, and their place taken by two projections from the sides of the hull, partly planes and partly stabilisers, to prevent the machine from capsizing when in the water.

The engines, two Rolls-Royce 350 H.p. Eagle type, are mounted in line on top of the wings so that if one fails the propelling power of the other is central and not on one side. Most of the lift is taken by a spread of wing of 75 feet span, raised high above the hull of the boat. The flight is obviously one of the most daring that has yet been attempted in the air, and the great adventure will be followed with profound interest in all parts of the world.

WOOL PRICES.

There is lamentation in Bradford because of the slump in wool prices. But I confess that the average man in the street is unmoved, because the drop which has occurred holds out the prospect of cheaper clothing. Nine months ago the prices of raw materials went up with a rush, when unfortunately for the sellers the merchants had bought ahead, and now the market has crashed. I hear in trade circles that the reasons for what has happened is overproduction and under-consumption. Bradford is now humorously referred to as the "City of the Shorn Lamb."

SOME LEVERHULME STORIES.

Many stories are being told of the late Lord Leverhulme, who was in many respects a "character." His deafness was a trial to those who wanted to carry on conversation with him, but he always made a joke of this infirmity. He would put strangers at their ease by saying he owed his success to his deafness, "for it has prevented me from listening to arguments and advice." On one occasion when he was invited to speak in a Nonconformist chapel he asked the minister beforehand not to read during the service the passage of Scripture with the sentence, "He that hath ears to hear let him hear."

As became a mighty captain of industry he had a very decisive way with him at times. Once when he had absorbed one of the soap companies which Lever Brothers swallowed up he summoned all the travellers of the firm before him, and asked each man what salary he was getting. They told him, and he immediately said "Your salaries are doubled all round, and see that you wear silk hats in future." At Port Sunlight he had an office with several secretaries at work, and he used to tell visitors that it was his "sentimental department." He explained that he kept a careful record of all employees in foreign countries, and it was his habit to send to each a little present once a year.

THE GOSPEL OF HARD WORK.

Throughout his life Lord Leverhulme was a tremendous worker. He attributed his good health to work; and he certainly never spared himself. No matter how late he got to bed he was up at 4.30 in the morning, and after a little gymnastic exercise he began the labours of the day. Some who knew him well declared that he made hard work a fetish. He was always talking about it. He seldom made a speech without some reference to the virtues of strenuous toil. Perhaps it was excusable in the case of a man who started life as a grocer's boy, and became the head of a combination of business enterprises with a capital of £73,000,000. I suppose it will not sound surprising that a man who had such fixed ideas about hard work was apt to be exacting in regard to way others laboured in his service; yet it must be freely admitted that although Lord Leverhulme demanded a high standard of efficiency, and was a hard nut to crack in business matters, he was on the social side kindly and generous almost beyond belief.

THE MIDDLESEX HOSPITAL.

I hear that the Middlesex Hospital is in a bad way—not financially as is usually the case with London hospitals, but structurally. It is in danger of tumbling down, as the walls have developed ominous cracks, the floors are unsafe owing to dry-rot, and the ceilings are cracking. It is stated that the building will have to be re-erected, and that the cost will be in the neighbourhood of half a million pounds sterling. The medical profession everywhere will read this with regret, for the Middlesex is a hospital with great traditions, whose sons have carried the healing art with success and distinction into every part of the world. The difficulty will be to find temporary accommodation for the patients during the process of rebuilding.

FLOODS IN CHINA.

Reports of the floods which have been received by cable from China and the awful plight of the Chinese in the devastated districts have suggested to the *Manchester Guardian* that part of the Boxer indemnity could with advantage be used in a great scheme to avert similar disasters. "To stop the havoc wrought by the Yellow River and its confederates would be as solid a contribution as the West could make to Chinese happiness," says the paper in the course of a leading article on the subject. The suggestion is that a mighty conservancy scheme might be undertaken. In China flood is usually followed by famine, and to tackle the problem the advice and skill of foreign engineers are clearly necessary. It could, of course, be done by an efficient home Government, but that is one thing China has not got, and seems unlikely to enjoy the blessing for many a day to come.

The suggestion has been talked about in London in circles interested in the welfare of the Chinese, but there is nothing at all official, and I give what is being discussed for what it is worth. It may be that the Committee appointed to consider how best the balance of the Boxer indemnity could be spent may have something to say on the subject; it will certainly be brought before the members.

"THE RED FLAG."

Mr. Ramsay MacDonald was lamenting the fact that there is very little singing among the workers at the present day compared with the old times before the introduction of the capitalist system. I suppose the inference is that work now-a-days is so dull and hard that it drives the music out of men's souls. There are some who would be ready to challenge the ex-Labour Premier on the point, because it is just possible that the silence of the working man is due to quite another cause—that he is not, in fact, giving a thought to the economic system in any way, but is mutely wondering whether he will allow himself to "listen-in" to a Handel performance at Birmingham when he gets home, or pass the time with the Savoy Orpheans playing the lightest of dance tunes.

Mr. MacDonald was on surer ground when he complained that the Labour movement is in sore need of a good song. "The Red Flag" makes the capitalist laugh as he hears the drivelling words, chanted to a dismal air with a German tradition. Mr. G. Bernard Shaw has put it on record that "The Red Flag" is not fit to be "the funeral march of a fried eel." It is about the last song of a fighting political or national movement that anyone with a grain of humour could hear with a straight face; it is simply silly. The Labour movement has many clever men in its ranks, but up to the present it has had nobody to inspire it with the music of a marching song.

LADY OXFORD ON HERSELF.

In her new book, the third of an autobiographical character she has written, the Countess of Oxford and Asquith (one wants to say Mrs. Asquith) gives an account of people and things she came into contact with in her early life. Most of what she has to tell relates but events, as is indicated by the title of her book, "Places and Persons," but it is a bare tribute to her to say that "Margot" is always more exciting and real than any place or person she describes. It is the priceless gift of arresting personality.

She often pauses to drop little judgments upon herself. Here is a sentence that gives an insight into character which will be new to many. "I was born out of doors," she writes, "but, though a gypsy in some ways I know none on whom dirt, ugliness, discomfort and unpunctuality jar so much. A mixture of City clerk or post office woman and a wandering circus girl." Then she does not like being photographed, because, "not being a beauty, I know that my nose will always be more of a limb than a feature, and trying to look pleasant results in my teeth coming out like tombstones in the morning papers." The book tells of visits to Egypt, Spain, Italy and other countries, and is vastly entertaining.

Perhaps the best story is of the American's saying to Sir Walter Raleigh at Oxford: "I know what differentiates you from other nations. I guess you are the only people in the world who say, 'Keep the change'."

(*Continued on next Column*).

QUAINT SIGNBOARDS.

"OLD JOHN BULL" THE HONGKONG "SHOES MAKER."

Comic Oriental shop signs which reminds us of "Cock-eye," the tailor of Yokohama, "Jellybelly," another knight of the scissors of Port Arthur, and of "Old John Bull the No. 1 shoesmaker" of Hongkong, are described by the Tokyo correspondent of the *Daily Express*. The small shopkeepers of the Japanese capital, who have always revelled in the quaintest of "English speak," now seem to have adopted the oddity in exaggerated form as a business slogan, and this has been specially marked since the earthquake.

One shop, says the correspondent, claims to give the highest discount for cash purchases. The sign reads: "Tabe (Japanese socks) at a hundred yen a pair with ninety-nine yen off for cash." A fruitstore goes by the name of "Fighting House." When the proprietor was asked what the connection was between fruit and fighting, he answered that the word "fight" always attracts a crowd, and the crowd might as well gather in front of his shop as anywhere else. Discounts are announced nearly everywhere, but one man decided to be different, so he says: "Absolutely no discount here. You pay through your nose." The results, he claims, are exceptionally good.

A certain restaurant has a large clock in front with the hands pointing to 11.58, with the accompanying sign: "Two minutes to twelve. Bang! Restaurant." This recalls the great earthquake, which took place at 11.58, a never-to-be-forgotten hour in Japan.

No doubt the quaint signboards of Japan, no matter what their business value amounts to, afford the visitor a great deal of amusement. They add brightness to the drudgery of shopping, especially for the foreigner whose custom they are intended to attract; they also make one feel that a little less dreary formality on the shop signboards of European cities would make the rush and scurry of city life more of a pleasure and add to the gaiety of the nations.

POLICE COURT ITEMS.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., one cargo boat master was fined $46, with one month's hard labour in default, for failing to renew his licence.

A coolie was fined $10, with the alternative of ten days' hard labour, for dumping rubbish in the Harbour.

Two junk masters were fined $15 each, with 14 days' hard labour in default, for a breach of the junk regulations.

CINEMA NOTES.

WORLD THEATRE.

The management of the World Theatre announce that they are going to show a great special production called "The Slave of Desire" from to-day. It is a picturization of the great Honore de Balzac's immortal story "Magic Skin" and has been brought to the screen in a lavish manner. In this great story, Balzac plumbed the depths of human life and suffering. Its theme, world old, and ever new, is that no matter how long overdue, we eventually pay the full price for evil commited in this world. Around the "Magic Skin" the great author has woven a story with the genius of which he alone was capable.

QUEEN'S THEATRE.

Jackie Coogan and a great circus are coming to town. Jackie will realize the dream of nearly every boy—young as six or old as sixty—and will be the star of a glittering, gorgeous, mammoth aggregation of the world's most marvellous wonders. Though he will be seen first as a very humble and a very forlorn young lad selling ice-cream, lemonade and peanuts to patrons of Daly's greatest show on earth. Sol Lesser presents Jackie in this successor to the same producer's presentation of "Oliver Twist," and the name of the lavish picture which will be shown at the Queen's Theatre tomorrow is "Circus Days."

THE CHINA INLAND MISSION.

This week the Diamond Jubilee of the China Inland Mission was duly celebrated by a large meeting at Queen's Hall, Langham Place, the Rev. Stuart Holden, Home Director, being in the chair. It is the proud boast of the Society that for sixty years it has carried on its work in China, and raised no less than £3,359,189, without making any appeal for money to the public. This is a notable record, but equally remarkable is the fact that the Society has been able to keep out of debt. The report presented to superters at the Jubilee gatherings pays a warm tribute to Dr. Hudson Taylor, who went out to China in 1865 accompanied by a party of 22 missionaries, and in this modest way founded the work.

The Rev. Stuart Holden blames Bolshevists from Russia for a great deal of the difficulties and dangers that beset missionary enterprise in China to-day. The anti-foreign and anti-Christian feeling which is latent has, it is stated, been intensified by deliberately organised propaganda by the Bolshevists. Another speaker, Rev. T. Darlington, of Szechwan, who has been in China for the last 19 years, told the Queen's Hall audience that "it was terrible to contemplate what might happen in Japan and India—and in fact throughout the world—if China went Bolshevist." Following the meetings in London there will be celebrations at Brighton at the end of June.—H.B.

"TAISHAN" LAUNCHED.

THE MISSES HOLYOAK PERFORM THE CEREMONY.

Considerably over three hundred people were present at the Taikoo Dockyard yesterday morning when the *Taishan*, a twin screw steamer, built for the Hongkong, Canton and Macao Steamboat Co., Ltd., was launched, the ceremony being performed by the Misses Joyce and Dorothy Holyoak.

The steamer was decorated with flags and streamers. Both the Misses Holyoak severed the tapes which freed the vessel from the stocks, and before the boat glided away the two ladies each broke a bottle of wine on the bows. As the vessel glided into the sea hearty cheers was given and hats waved in the air.

PRESENTATIONS TO SPONSORS.

The performing of a boat-launching ceremony by two young ladies is unique as far as Hongkong is concerned, and the Misses Holyoak were each presented with a platinum wristlet watch studded with diamonds as mementos by the Taikoo Dockyard Company.

After the launching ceremony the company adjourned to a specially erected matshed where refreshment were provided. Amongst those present were H.E. the Governor (Sir R. E. Stubbs, K.C.M.G.), Major-General C. C. Luard and Mrs. Luard, Hon. Sir Claud Severn, Hon. Mr. and Mrs. P. H. Holyoak, Commodore and Miss Stirling, Mr. G. M. Young, Mr. and Mrs. J. Reid, Mr. and Mrs. Douglas, Mr. R. M. Dyer, and Mrs. Hunter.

GOOD LUCK.

Mr. G. M. Young, toasting the *Taishan*, said:—Your Excellencies, Ladies and Gentlemen,—On behalf of the Taikoo Dockyard, I thank you all for coming to see the launch of the latest and most up-to-date vessel yet built for the traffic between this Colony and the famous city of Canton. We were very gratified to receive the order from our friends, the Hongkong, Canton and Macao Steamboat Co., and trust that our efforts to give them of our best will prove in every way satisfactory, and will the vessel will become the favourite one for passengers of all classes, as well as for cargo. As the fame of *Taishan*, the great mountain of China, is known to millions, so I trust will the fame of the steamer, which has just been launched by the Misses Joyce and Dorothy Holyoak, spread through every district from which passengers and cargo come for conveyance on these waters, not only as the first steamer that has been christened by two ladies, but that this might bring a double portion of good luck to the steamer and those that travel by her. I shall be very pleased if the young ladies will each accept a memento from the Taikoo Dockyard of this fortunate occurrence, and hope that you will all join in drinking long life and prosperity to the *Taishan*.

MR. HOLYOAK'S REPLY.

The Hon. Mr. P. H. Holyoak replying said:—"On behalf of the owners of the vessel I wish to express thanks for the good wishes of all, and I heartily congratulate the Taikoo Dock on the very successful launch which has been accomplished. I have no doubt, judging by the plans and what I have already seen of the *Taishan*, that she is likely to be very popular and I hope she will bring great prosperity not only to the company but also to those who travel by her. When times have become more normal and when trade conditions have reached the old standard, I am sure that the records of this boat will surpass anything on the line. I thank you for the compliment you have made to my family in asking my daughters to launch this boat. In a way the ceremony was unique, I think, and I do not know whether a dual christenin ceremony has been performed elsewhere but it has certainly not been done Hongkong. We also have another family record, my wife several years ago having launched a boat at the Hongkong and Whampoa Dock. In conclusion I must express my thanks to the Taikoo Dock Company for the handsome gifts they have made to my daughters. (Applause.)

Mr. J. Reid, replying, said he hoped the Taishan would be a great success. They, however, now how an empty berth at Taikoo and if an order was sent in, they might perhaps turn out a ship that was even little better and a little faster than the *Taishan*. (Laughter and applause.)

THE SITUATION IN CANTON.

NO MATERIAL CHANGE.

GENERAL ENGAGEMENT PROBABLE AT SHEKTAN.

Travellers from Canton yesterday reported that there had been no material change in the position of the fighting forces in the city during the previous twenty-four hours.

It is generally considered that everything now depends upon the army under General Hsu Chung Chi which is reported to be returning from Swatow. As we have already pointed out, if General Hsu launches an attack from the East the Yunnanese will be caught between two fires and will probably find their position untenable. Their concentration of troops at Shektan is evidence that they recognise the danger. Shektan is an important strategic point in General Hsu's line of march and it is here, if anywhere, that the decisive engagement will take place.

AN ELUSIVE GENERAL.

Now, however, there seems to be some doubt whether General Hsu Chung Chi's army will appear on the scene at all. Three days ago it was reported to be in the neighbourhood of Shektan but it has not materialised yet, and there are rumours that General Chan Kwing Ming (otherwise General Chen Chiung Ming) will complicate the situation. It will be remembered that General Chan Kwing Ming, the former Governor of Canton, was driven out of Swatow by General Hsu several months ago, but he has only been waiting a favourable opportunity to return. If General Hsu marches with his whole force to engage the Yunnanese at Shektan, obviously that opportunity will be provided. This would not suit General Hsu and, therefore, many Chinese are sceptical whether he will be able to give the Cantonese Government all the help expected from him. The question should be answered one way or the other in the course of the next few days.

THE "CHUNG SHAN."

Little reliance should be placed on the report that the gunboat *Chung Shan* is being operated by the Yunnanese. When hostilities broke out on Saturday afternoon the *Chung Shan* steamed in one direction and the majority of the Government boats in another. This may have given rise to the rumour that the vessel had been "purchased" by the Yunnanese. The Canton Government, however, refer to the *Chung Shan* as being still under their orders, and its "purchase" has not been reported in any of the vernacular papers. As was stated in the *Daily Press* yesterday the *Chung Shan*, which is the old *Wing Fung* renamed, is an important factor in the situation at Canton. It is the only gun-boat of any consequence possessed by the Chinese. If it is in the hands of the Yunnanese now they should experience no difficulty in crossing the river and getting to close quarters with their opponents in Honam if they desire to do so.

"IMMUNITY OF FOREIGNERS."

In the *Daily Press* of Tuesday mention was made of the fact that several launches flying foreign flags were fired on. The launches were flying the American flag, but this detail was withheld by special request because, on a previous occasion, when there was trouble in Canton and the American flag came in the line of fire, the occurrence was reported in the American papers and the people concerned here were inundated with telegrams from anxious friends at home. It was with the idea of avoiding any unnecessary alarm in this way that the *Daily Press* refrained from publishing the facts two days ago.

Now, however, there is no harm in recording an "amusing" detail.

The launches, one of which is owned by the Canton Christian College, were given permission to start upon their journey by the American Consul. They were carrying a certain number of students of the College and it was thought that everything was safe. However, they came under fire from both the Cantonese and Yunnanese. When they were in the thick of it a student suggested that if only one of the "foreigners" would get up and show himself the firing would immediately cease. This student obviously had a very exaggerated idea of the respect in which foreigners are held by the opposing armies, for one of the foreigners acted upon the suggestion. He showed himself and within half a minute a bullet whizzed past about three inches from the point of his nose. Needless to remark, after such an experience, no further attempt was made to secure immunity in this particular way.

MORE REFUGEES.

The *Tung On* and *Lungshan* brought over 2,000 refugees from Canton to Hongkong last night.

Among other passengers on the *Lungshan* were a large number of girls from the True Light Middle School. Mrs. Creighton, wife of Dr. Creighton, the principal accompanied them.

PARADES WITH FLAGS AND BANNERS IN SWATOW.

SYMPATHY WITH THE SHANGHAI RIOTERS.

GENERAL STRIKE ADVOCATED.

A correspondent of the *Daily Press* in Swatow, writing under date of June 8th, says: "As was expected the whole of the Swatow students have now "gone out" in sympathy with their Shanghai compatriots.

"During the past few days there has been a great deal of excitement in the schools and colleges and nothing but the Shanghai situation has been discussed. Then the students decided to take concerted action as a protest.

"The first minor demonstration was held yesterday. That of this morning assumed more important proportions as hundreds of students—boys and girls—paraded the streets with flags and banners, shouting "Down with Imperialism and "Boycott the British and Japanese." Pamphlets and strips of papers were distributed asking for "sympathy" with the Shanghai students. Girl students made impassioned speeches—or at any rate they appeared to be impassioned—but few people listened to them. The parade was accompanied by fifty armed police.

"Wherever they went the demonstrators urged all and sundry to go on strike. They even asked the big compradore stores to stop entering for foreigners, particularly the British and Japanese. The agitation is chiefly directed against Britain and Japan. So far, however, no strike has been declared.

"There has been no meeting of the Consular Body to discuss the situation in this Port. Perhaps it is considered that there is no need for one, but I think residents generally would appreciate a statement informing them what would be their best course of procedure in case of emergency. In this connection it might be mentioned that all the Consuls reside on the Swatow side of the harbour with the exception of the British Consul who lives in Kakchio and has his Consulate there. This is inconvenient to British subjects generally and to British Shipping firms in particular. There is no regular ferry and only those possessing private motor boats have easy access to the Consulate. Crossing the harbour in sampans is none too safe during the N.E. monsoon. There are only a handful of British subjects in Kakchio. The majority live in Swatow which is the business centre and it is suggested that this is where the British Consulate ought to be."

SYMPATHY FROM HONGKONG.

LABOUR UNIONS AGAIN READY "TO LAY DOWN THEIR LIVES."

The following telegram has been sent by the Federation of Chinese Labour Unions in Hongkong to the British Federation of Trade Unions, the British Labour Party and the Japanese Labour Federations.

"Four hundred thousand workers united in our Federation and directly under Imperialist oppression vehemently protest against the massacre of Chinese people in Shanghai by British, Japanese and American Imperialists, jointly occupying our territory by means of unequal treaties. We are resolved to lay down our lives in the struggle. Hope you will forward our appeal to the world workers that they one and all may protest."—Signed: HONGKONG FEDERATION OF LABOUR UNIONS.

FOR CHINESE CONSUMPTION.

A second telegram from the same organisation in Hongkong has been sent to the All-China Labour Federation, the Chinese Nationalist Revolutionary Party, the Newspapers and the Labour and Peasant Unions.

The telegram is in Chinese and we give below the "official translation" sent to the *Daily Press*. The English wording may cause a good deal of amusement, but that is no reason for refusing to take it seriously. The Chinese version is no doubt intended to create a great impression and it must be remembered that this type of propaganda among the Chinese is working considerable mischief. The translation reads:—

In violation of agreement, the Shanghai Japanese cotton factory killed the workers; and the students, for the sake of helping them, undertook a lecture campaign. But a number of them were shot, tens wounded and over a hundred arrested by the British police. Though innocent, we suffer from slaughter. It makes the hair stand on end of those who have any heart. Such unhuman acts actually appear under the sun. Regardless of their friendliness of people," the imperialists look upon us as colonial peoples, as animals, and cruel are they. If this could be suffered, what else could not be suffered! The millions of the masses must unanimously persist, so that the British and Japanese imperialists will acknowledge their crime and apologise, severely punish the criminals, compensate the families of the killed and wounded. Furthermore, all the unequal treaties, and all that infringes the sovereignty, must be abolished. Otherwise, all the hundreds and more workers of Hongkong will swear to be the backup; never will they allow the imperialists within our territory freely crush us.

Writing with profound sorrow and dropping tears.

THE HONGKONG FEDERATION OF LABOUR UNIONS.

THE POLICY OF THE KUOMINTANG.

CANTON GOVERNMENT'S REVIEW OF THE PRESENT POSITION.

The *Canton Gazette* of Monday, which reached us yesterday morning, consisted of one page only.

This page was headed "Battling for the Liberation of Kwangtung Province from the Military Banditti.—Anti-Government Forces Doomed.—Iron Ring Closing Tighter Around Canton.—Populace Actively Supporting the Government."

The commencement of hostilities is described as follows:—

"Fighting between the combined Yunnanese and Kwangsi troops and the Government forces broke out at ten minutes past four on Saturday afternoon. Preparations for the conflict had been in progress almost a month and hostilities burst out in full fury when the Government fleet took over eight gunboats under the Yunnanese command. At a quarter to four on Saturday afternoon the Commander of the Government fleet gave the Yunnanese boats twenty minutes to proceed to the Macao fort, there to join the Government squadron.

GOVERNMENT TAKES OVER GUNBOATS.

"When, in obedience to the order, the Yunnanese boats hoisted anchor in preparation to leave, the rebel Yunnanese troops lining the Bund opened fire with rifle, machine-gun and artillery, upon the gunboats, to which the fleet and the Government forces on the Honam side replied with machone-guns and artillery. In spite of the firing, which was particularly heavy from the Sun Building and Sincere Co. roof-tops the boats succeeded in reaching their objectives, and all the eight Yunnanese boats have now been taken. Our casualties were slight, while the damage to the enemy side is unknown.

"The cruiser *Chung Shan*, which the Yunnanese rebels attempted to bribe, left her anchorage at three o'clock the same afternoon, and bombarded the rebel troops stationed at Taishatao Island and Kwan Yin Shan. On Sunday morning she succeeded in putting some shells into Yang Hsi Min's headquarters.

"The Yunnanese rebels have also placed a few guns near the East Bund bridge to shell the Government Headquarters, but no damage has been done.

"Severe fighting occurred when the enemy took the little island known as Dutch Folly. There was a small body of less than a hundred men holding the place which was only a few yards from the Bund and strategically indefensible. The little garrison defended the place for eleven hours, and when it was impossible to hold it any longer they managed to swim over to the Honam side with twenty casualties. The rebels' loss was about equal.

THE GOVERNMENT FORCES.

"Our East River army, consisting of the Whampoa force, and the troops under command of General Hsu Chung Chi have by forced marches from Chaochow and Swatow arrived within a few hours march from Sheklung.

"Our West River forces have captured Samshui and Fatshan from the rebel Yunnanese, and have arrived at Shekwahtong which is directly opposite Shameen.

"Our North River troops have also arrived at Sin Kai and the Kwangsi rebel forces defending this place have hurriedly withdrawn.

"The enemy forces in Canton are being hemmed in by an iron ring, which is daily growing tighter. Their retreat has been entirely cut off.

"The populace is actively helping the Government by all means within their power, as they realise that victory for the Government forces means the final defeat of the mercenaries who have been strangling the prosperity of the province.

"All the railway men have struck, and although in possession of the railways the rebels could not move a single truck!"

BANNER OF THE KUOMINTANG.

Commenting upon the present position, the *Canton Gazette*, which may be regarded as the mouthpiece of the Kuomintang, says:—

"The issue has now to be settled by armed force. There was little hope of any other alternative. A rich province has been overrun by a marauding soldiery, holding absolute sway over tens of millions of people. Pleading with bandits has proved futile. For years the people have suffered. They have now arisen in arms against their oppressors. They are determined to exterminate them and to put their own House in order.

(*Continued on next Column*).

"There is, however, one aspect to this banditry that is highly significant. The bandits are parading under the banner of the Kuomintang. It may sound humorous, but it is so. Both Yang Shih-Min and Liu Chen Huan are responsible members of the party. It has been said that even the worst of militarists must have some moral excuse for their depredations. And what could be a better than to plunder the people under the pretext of defending the Kuomintang.

"The party is going through a very severe crisis. After years of failure in its attempts to free the country from Militarism and Imperialism, the party began to think hard on the causes of these failure. It has found them within its own ranks. Militarists and conscious or unconscious agents of Imperialism have crept into the party, deteriorating it and paralyzing its activities. To realize its historic mission the party had sooner or later to purge itself of these vicious elements. The process of purging began soon after the death of the Great Leader, when the corrupt in the party began to raise their heads, subverting it to their own aims. The party to them has ever been a means for the exploitation of the people. But the task of purging proved no easy one. The corruption has gone too wide and too deep. In a crisis these adventurers stood together. Their expulsion from the party meant that the turn of the militarists had to come also, and so they made common cause.

"What is the real political significance of a number of Kuomintang members and ex-members, together with the militarists in Kwangtung and Yunnan, attempting to overthrow the Revolutionary Government? It is simply this: the Kuomintang refuses any more to shield the depredations of militarists and the continuous sale of the interests of the country to Imperialism. A Kuomintang that refuses to be used by adventurers is of no use to them. Such a Kuomintang must be destroyed! And so war is declared against those who stoutly uphold the honour and revolutionary traditions of the party.

"The present conflict, which, while these lines are being written, has already begun to rage, will not only end in the restoration of the power to the people, will not only bring peace to this war-ridden province, but will purge the party of all reactionary elements and make it at last a fit instrument in our national emancipation."

WHOSE FLOUR?

TRADE MARK CASE AT CENTRAL MAGISTRACY.

At the Central Magistracy yesterday, before Mr. S. B. B. McEldery, an application under the Merchandise Marks Ordinance, was made by Mr. H. L. Denys, representing Messrs. H. Skott and Company, flour merchants, for a confiscation order in respect of 800 bags of flour which bore an infringement of the "Battleship" trade mark, the property of his clients.

Samples of the alleged infringing marks and the original were exhibited in Court, the former bearing identical marks with the exception that the Company's name was omitted. The flour, it was stated, had been seized in the China Merchants' Steam Navigation Company's godown, having been consigned from Shanghai to various Chinese dealers, who claimed to be interested only as sellers on a commission basis.

In making his application for confiscation of the cargo, Mr. Denys said that he would not suggest that the China Merchants' Steam Navigation Company were in any way to blame as they only acted as shippers and godown keepers. He therefore asked His Worship to make an order for confiscation, and to allow a certain proportion of the flour to be handed to his clients to reimburse them for the costs of the proceedings in the same way as was done in the case of a similar order made by Mr. R. E. Lindsell in 1919.

Mr. R. A. Wadeson, who represented the China Merchants' Steam Navigation Company, asked that his clients should be exonerated from blame and requested that a proportion of the flour be allocated to them to meet godown and storage charges. His clients were quite an innocent party.

Mr. Denys agreed.

His Worship, who considered that an attempt should be made to trace the owners of the cargo before an order was made, suggested that an advertisement should be inserted in the newspapers in this connection.

On Mr. Denys agreeing to draft an advertisement, His Worship adjourned the case *sine die*.

SALE

LANE, CRAWFORD'S ARE OFFERING A HUGE PURCHASE OF LADIES' UNDERWEAR FOR THIS WEEK ONLY AT RIDICULOUSLY LOW PRICES.

THESE GARMENTS ARE ALL HAND-MADE AND EMBROIDERED ON THE FINEST FABRICS PROCURABLE AND ARE MODELLED ON THE LATEST DESIGNS FROM PARIS.

HERE ARE A FEW EXAMPLES OF THE VERY ATTRACTIVE.

PRICES:—

'NIGHTIES'	FROM $3.00	SILK-CREPE	
'TEDDIES'	,, $4.00	'NIGHTIES'	
'KNICKERS'	,, $3.00	AT $12.00	
'PRINCESS SLIPS'	,, $4.25	VERY 'CHIC'	

THE LADIES' SHOP in PEDDER STREET.

55]

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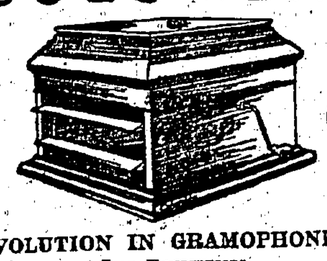

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WE SPECIALIZE IN THE FOLLOWING GOODS FOR SUMMER WEAR VIYELLA, MOHAIR, ALPACCA, GABERDINE, SOLARO, FLORODOR CLOTH PERSPROOF AND FAST COLOURS. WE GUARANTEE THESE IN WASH AND WEAR.

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NEW ADVERTISEMENTS

LAWN TENNIS ASSOCIATION.

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WILL those Clubs interested in the above please send their Representatives to a MEETING to be held in the Pavilion, HONGKONG CRICKET CLUB, on THURSDAY, 18TH JUNE, at 5.30 P.M. [2291

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COMMODIOUS SHOP and PREMISES, in ALEXANDRA BUILDINGS, from 1st SEPTEMBER NEXT.

Apply—
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BY ORDER OF THE MORTGAGEE.

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SITUATE at YAUMATI in the DEPENDENCY of KOWLOON and COLONY of HONGKONG and known as Subsection 8 of Section C of Kowloon Inland Lot No. 421 together with Two Newly Erected Houses in Temple Street.

Area: 1724.24 Square feet. Annual Crown Rent: $7.60. Term of Crown Lease: 75 years from 25th day of December, 1847.

IN ONE LOT
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MR. E. V. M. R. DE SOUSA,
Auctioneer,
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China Building,
ON
THURSDAY,
THE 18TH DAY OF JUNE, 1925,
AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:—

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Ice House Street, Hongkong.
or to
MR. E. V. M. R. DE SOUSA,
The Auctioneer,
China Building,
Queen's Road Central, Hongkong.

Hongkong, 11th June, 1925. [2290

PUBLIC AUCTION.

BY Order of the Mortgagee, of VALUABLE LEASEHOLD PROPERTY situate at YAUMATI, KOWLOON, in the Colony of Hongkong, and known as The Remaining Portion of Kowloon Inland Lot No. 1859, together with No. 36, Portland Street, erected thereon to be Sold by AUCTION on THURSDAY, JUNE 11TH, 1925, at 12.00 NOON, at their Sales Rooms, No. 8, Des Voeux Road Central, Victoria, Hongkong, by Messrs. HUGHES & HOUGH, LIMITED, Auctioneers.

For further particulars and Conditions of Sale, apply to MESSRS. LEE & RUSS, Solicitors for the Mortgagee or to MESSRS. HUGHES & HOUGH, LIMITED, Auctioneers.

Hongkong, 28th May, 1925. [2248

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "TROILUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON, within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th June, 1925. [2285

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "BELLEROPHON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 16th June.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th June, 1925. [2286

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

DEPARTURE OF HIS EXCELLENCY SIR EDWARD STUBBS, K.C.M.G.

THE Text of the Address, which will be presented to HIS EXCELLENCY THE GOVERNOR on JUNE 24TH, can be read at the undernoted places in the Colony, where there are also Lists for the Signature of Persons who may desire to associate themselves in this Tribute to the Governor before his Departure.

THE HONGKONG CLUB, THE LUSITANO CLUB, THE ROYAL HONGKONG YACHT CLUB, THE KOWLOON CRICKET CLUB, THE VICTORIA RECREATION CLUB, THE ENGINEERS' INSTITUTE, THE HONGKONG HOTEL, THE PEAK HOTEL, THE REPULSE BAY HOTEL, MESSRS. KELLY & WALSH, LANE, CRAWFORD, LTD., A. S. WATSON & Co., LTD., THE CAFE WISEMAN, LTD., and THE HONGKONG GENERAL CHAMBER OF COMMERCE.

By Order,
JOHN FLEMING,
Acting Secretary.
[2287

BASEBALL.

OPENING GAME OF HONGKONG BASEBALL LEAGUE.

HONGKONG BASEBALL CLUB
v.
JAPANESE BASEBALL CLUB
TO BE PLAYED AT
HAPPY VALLEY GROUNDS.

4 P.M., SATURDAY, 13TH JUNE, 1925.

GENERAL ADMISSION—50 CENTS.
[2282

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL.

JUNE 13TH, 1925, AT 9.15 P.M.

FIFTH TOURNAMENT OF THE SEASON.

ANDRE DUPREE
v.
C.P.O. JIM CARTLIDGE.

FIFTEEN 2 MINUTE ROUND CATCHWEIGHT CONTEST.

AND ABOUT SIX OTHER MINOR CONTESTS.

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FOR:—
MEMBERS Only on the 10TH and 11TH JUNE.
GENERAL PUBLIC, 12TH and 13TH JUNE.
PRICES: $10.00, $3.00 and $1.00.

NOTE:—MEMBERS of the HONGKONG BOXING ASSOCIATION are entitled to One Ringside Seat Each for $7.50 on production of their Membership Cards. Members are requested to Sign their Names when taking Tickets at the Reduced Rate.
[2272

TO LET.

TWO Sections of Commodious PREMISES on GROUND FLOOR of No. 16A, DES VOEUX ROAD CENTRAL, Next Door HONGKONG HOTEL. Five Year Lease. Apply—MANAGER, HONGKONG & CHINA GAS CO. LTD.
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TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on FOURTH FLOOR.

Apply—
UNION INSURANCE SOCIETY OF CANTON, LTD.
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THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship

"MALAYA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of June, 1925, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 15th of June, 1925, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 19th of June, 1925, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JOHN MANNERS & CO., LTD.,
Agents.

Hongkong, 9th June, 1925. [2279

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☞ Letters are lying at this Office for Boxes—XE, XI, XS, XYZ, YI, 39, 40, 880, 979, 1609, 1890.

WANTED—EXPERT TYPIST and FILING CLERK. Apply stating Experience and Qualification to Box No. 95, c/o *Hongkong Daily Press*. [98

TO LET.—Large, Airy and Commodious OFFICE-ROOMS in PRINCE'S BUILDING. Apply to—SECRETARY, PRINCE'S BUILDING & LAND CO., LTD. [97

INTIMATIONS

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

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"VICTORIA VAT"

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Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 11TH, 1925.

HONGKONG AND CANTON.

THE long-expected struggle in Canton is now in full swing, but very few inhabitants of Hongkong betray any considerable degree of interest in it. With the exception of those who find it necessary to go to Canton on business fairly frequently, and whose journeys are now indefinitely interrupted, few people find their mode of life at all affected by the contest for control of the city. Nevertheless, Hongkong has indirectly a considerable interest in the progress of the war. If the Kuomintang are successful, we may expect a rapid increase in the Bolshevist influence in the south. This would undoubtedly be accompanied by demonstrations against the so-called "Imperialism" of the Western Powers and Japan, and no doubt the Cantonese Government would influence various associations (as they recently did the Chamber of Commerce) to pass resolutions urging the cancellation of treaties favourable to foreigners.

It would appear that the Bolshevist grip upon China is becoming so firm that the country will soon be little more than an appanage of the Soviet. We have always considered that Bolshevism was the best attempt yet made to annex other people's territory and property plausibly. First of all, national sentiment is declared vicious and immoral, and is therefore replaced by internationalism; then private property becomes communal property. Having proceeded thus far, the way is clear for the concentration of all land and property in the hands and under the control of the Russian Soviet. The system becomes all the simpler, as the Soviet refuses to recognise the existence of national boundaries.

If the Cantonese win in the present struggle, therefore, we shall have an extension of Bolshevist propaganda which is bound to produce some unrest in Hongkong, if nothing more. On the other hand, if the Yunnanese win, there is little hope that anything like a final settlement will have been reached, and we can only anticipate that the trouble will begin all over again a little later. As regards Canton, the Yunnanese are invaders whom the inhabitants would like to see driven out. The bulk of the Cantonese heartily dislike both parties, but possibly they resent the intrusion of the Yunnanese rather more than the increasing Bolshevism of the Government.

Meanwhile every boat which comes down from Canton is crowded with refugees; some boats are bringing as many as 1,600 at a time. A considerable portion of these are Canton merchants of repute, endeavouring to save themselves from harm and as much of their property as they can assemble and contrive to get on board. But there cannot fail to be many less desirable characters included in these numbers. A few may be thieves and bandits, who are surrendering their districts to the ministrations of the undisciplined troops—but it is not from these that we anticipate any difficulty. The Hongkong Police are probably keeping a careful watch upon them, and will deal with them efficiently at the first opportunity. On the other hand, there are undoubtedly numbers of refugees who will lack any definite employment in the Colony. They will have leisure to admire the eloquence of the street corner orator, who is becoming increasingly prominent in the narrow thoroughfares just behind the Praya. They will also be provided with copies of the most recent inflammatory literature with which the Colony abounds. At first this easy existence may please them intensely, and their appreciation of seditious literature and doctrines may not be altogether free from contempt; but when whatever money they brought with them has gone, when there is no prospect of employment, and they become really hungry—then we may expect a fresh wave of bag-snatching, minor thefts, and domestic trouble caused by dishonest servants. Surveying the question broadly, there is remarkably little serious crime in the Colony, but there is an immense amount of petty theft and housebreaking, much of which it is impossible to trace; and this state of affairs is likely to continue so long as periodic outbreaks in Canton cause thousands of persons with no hope of employment to take refuge here. In time, too, there is at least the risk that some of these disorderly members of the community may turn their hands to manufacturing "grievances" with a political flavour. Under such circumstances, of course, it would be necessary to take prompt measures to suppress them.

The Colony enjoyed a clean bill of health during the 24 hours ended on June 9th.

The Asiatic News Service reports that ex-Premier Liang Shih Yi formerly assumed the presidency of the Bank of Communications on June 2nd in conjunction with Mr. Lu Hsueh Pu, vice-President.

A Chinese child in Wongneichong village died on Tuesday after an encounter, so it is stated, with a large snake. It is said that the child was not stung but the snake's breath caused effects from which the child died later.

A dumb Chinese coolie, succumbed at the Government Civil Hospital on Tuesday night, to injuries received from a fall whilst he was carrying a bale of paper weighing 160 lbs. at the Tai Sing paper mills at Aberdeen on the same day.

The water return for the Colony for the month of May shows that the storage in the City and Hill district was 804,000,000 gallons as against 1,288,000,000 gallons in May 1924. The consumption was 297,000,000 gallons as compared with 245,000,000 gallons in the same period last year. At Kowloon the storage was 148,000,000 gallons as against 205,000,000 gallons in May, 1924, and the consumption 80,000,000 gallons, compared with 72,000,000 gallons in the previous May.

BOARD OF EDUCATION.

THE PRIVATE SCHOOL SYSTEM DISCUSSED.

The important topic discussed at a meeting of the Board of Education yesterday, when Mr. G. N. Orme (Director of Education) presided, was the question of the private schools in the Colony established for the purpose of teaching English to Chinese, it being suggested that some supervision should be carried out in respect of them and some system instituted whereby means could be provided to find out exactly what is taught in these schools. It was further put forward that it was time that the Government took steps to provide an improved and better system of schools in the Colony in view of the increased population during the last ten years.

Mr. L. FORSTER gave notice to ask (a) how many private schools for the purpose of teaching English to Chinese had been registered in the Colony in the last three years; (b) How many such schools had been closed during the same period; and (c) Were teachers in such schools required to conform to any standard with regard to qualifications.

The CHAIRMAN, in the reply, said that with regard to the first part of the question, there were 126 such schools. With regard to the number closed during the period referred to the number was 103; and with regard to the last part of the question the teachers were not required to conform to any fixed standard. In many of these schools only a smattering of English was imparted for the benefit of workmen or servants.

Mr. FORSTER asked if they could discuss these points.

The CHAIRMAN replied that he thought he had been rather careless in the past in regard to allowing members to discuss matters on questions raised. He thought that it could better brought up in the way of a motion.

Mr. WYLIE remarked that it would mean asking questions from one meeting to another and they might get to something at the end of the year.

The Rev. Dr. PEARCE asked if the numbers given included night schools.

The CHAIRMAN replied that they did.

Mr. WYLIE asked how many of the 126 were in Kowloon.

Mr. RALPHS replied that there was a very small proportion.

Mr. WYLIE asked if there was any hope of the Government erecting any schools especially in Kowloon at an early date.

The CHAIRMAN said he was afraid he could not say. They hoped for more schools, but there had been one or two things holding them up in this direction. He hoped they would have a sufficient staff to go on with them, as that was one of the things that had been holding them up.

Mr. WYLIE remarked that there was only one Government School in Kowloon and that was at Yaumati. Every year they were turning away large numbers of Chinese.

In reply to another question as to how many private schools there were, the Chairman said that there were 44 day schools and 114 night schools.

Mr. WYLIE: We have more night schools than day schools.

The CHAIRMAN: A great many more.

Mr. WYLIE: These are in Hongkong?

The CHAIRMAN: Yes those are in Hongkong. There are none in the New Territories.

Mr. L. FORSTER suggested that it might be well to discuss the matter of finding provision for the Chinese in this matter of teaching them English at the next Committee. Continuing, he said his whole point was that these schools seemed to have come into existence in a manner which had not been justified by the governing power. It did seem that the Government, on the face of it had not made adequate provision during the last ten years in connection with education according to the growth of the Colony.

Mr. WYLIE: Not in Kowloon at any rate.

Mr. FORSTER further remarked that they had the voluntary schools, and several other schools were going in for extensions. They had the Diocesan Boys' School going across to the other side, the St. Paul's College were erecting a new building and St. Joseph's College were also extending, as well as St. Stephen's College. As far as he could see a large proportion of the voluntary and private schools had extended or were going to extend, but as far as the Government was concerned nothing had been done. He understood that the population had increased about double in the last ten years and so far as the Government was concerned they had the same provision now as they had then. There had been no development in the Government system of education.

The CHAIRMAN in the course of his reply pointed out that one of the difficulties that had confronted and did confront them was the question of qualified teachers. He went on to explain the difficulty in this connection of securing suitable, experienced and qualified teachers to deal with teaching the Chinese in the subjects required.

Mr. WYLIE: Do you consider that one school for the whole of Kowloon (Kowloon School) is adequate at the moment.

The CHAIRMAN answered that he did not and said he hoped that matters in this respect would be remedied as soon as it was possible to bring an alteration about.

Mr. ALCOTT: I suppose there is no sort of supervision of these private schools on the part of the Government.

The CHAIRMAN was understood to reply that no particular form of supervision was carried out.

Further discussion followed on the manner in which the number of private night schools had increased and the point was raised that there was no check or no means of knowing what was actually taught in many of these schools. It was suggested that pernicious teaching might be carried out for all that was definitely known about the schools.

Mr. WYLIE: We do not know what is being taught in these schools and we do not know what is happening. I think these schools be done away with altogether and the Government provide schools.

The CHAIRMAN said that many of these night schools were conducted just to give a smattering of English to Chinese. Some people went and taught in them for a small remuneration for the purpose of making both ends meet.

Mr. FORSTER said he thought there was a high standard of education being looked for by a large number of the Chinese, at any rate much higher than a mere smattering. There were large numbers annually turned away, he might almost say hundreds, from such schools as Sai Ying Pun School. Continuing, Mr. FORSTER said he thought the Government were obtaining its system of education rather on the cheap. The voluntary schools were run cheaply from the Government point of view. The teachers in them were working for nothing, or else they were working for a very low salary. It was because neither the Government system or the voluntary system were adequate to deal with the situation that other schools had sprung up and had been able to be run on a commercial basis. They could get, he thought, their education too cheaply. He did not think there had been any increase in the Government schools for the last eleven years.

Mr. WYLIE: Certainly not in Kowloon at any rate.

The CHAIRMAN replied that it was a pity and they must hope that in due course action would be taken to remedy matters and provide adequate school accomodation to cope with the increased population.

Mr. FORSTER: May I ask if all the vernacular schools are on a subsidised basis?

The CHAIRMAN: I think you will have to give notice if you are going into that point.

Mr. WYLIE: What about the technical school at Kowloon is there anything known about it this month?

The CHAIRMAN replied that he was afraid there was nothing known to report this time.

This being all the business, the Chairman closed the meeting. Those present were The Director of Education (Mr. G. N. Orme), presiding, Inspector of English Schools (Mr. E. Ralphs), Mr. S. W. Tso, LL.D., Rev. T. W. Pearce, LL.D., O.B.E., Mr. B. Wylie, Mr E. F. Alcott, Mr. Alves, Mr. U. Rumjahn, Mr. L. Forster, the Rev. Father H. Valtora and the Secretary (Mr. A. R. Sutherlan).

KOWLOON TONG CO.

MR. W. E. L. SHENTON AS CHAIRMAN.

Mr. W. E. L. Shenton has been appointed Chairman of the Board of Directors of the Kowloon Tong Development Company. Owing to the death of the late Hon. Mr. C. Montague Ede who was the managing director, it has been necessary to point a Board of Directors to carry on the work. Other members of the Board are Mrs. Montague Ede, the Hon. Mr. R. H. Kotewall, the Very Rev. Father Robert and Mr. J. M. Alves. The two last-named have been instructed to examine the affairs of the Company and to report to the Board.

SHANGHAI SHIPPING STRIKE GROWING.

EVIDENCE OF TWO AMERICAN MISSIONARIES AT RIOTERS' TRIAL.

POISON-MONGERS GO ON TOUR.

[THROUGH REUTER'S AGENCY.]

OBSCENE PROPAGANDA.

SHANGHAI, June 10th.

The trial of the rioters is going on. Agitators are endeavouring to extend the shipping and commercial strike by means of circulars which they are distributing, and, which obscenely attack individual Anglo-Japanese firms. These are commonly attributed to Chinese rivals.

B. AND S. POSITION UNCHANGED.

SHANGHAI, June 10th.

The Nippon Yusen Kaisha is shipping cargo in midstream on the Pootung side also at the wayside wharf under the protection of a Japanese gunboat.

Their shipments are diminishing as no Chinese cargo is coming forward. The Yusen steamers are not touching the main Shanghai wharves.

Messrs. Butterfield and Swire's position is unchanged.

Ocean-going liners are unaffected except for the fact that merchants' supplies are dwindling, for instance there is no tea being moved.

GOVERNMENT'S COOL ADVICE.

PEKING, June 10th.

The students to-day are holding a monster demonstration and also compelling carts, rickshas, and other vehicles to carry anti-Foreign flags many of which are black-edged. The are also distributing anti-Foreign literature containing wildly extravagant statements declaring that the Shanghai affair is the most brutal and cold-blooded atrocity in human history.

The Waichinopu last night requested the Italian Senior Minister to advise the Legations that their nationals would be wise to avoid to-day's demonstration.

It is understood that the Minister replied that if the Government had any doubts as to the outcome of the demonstration it should prohibit it.

STATEMENT TO TOKYO.

TOKYO, June 10th.

The Chinese Legation, instructed by Peking, this morning issued a statement blaming the foreign constables for firing without a warning. The statement denies any anti-alien or pro-Bolshevik complexion and accuses the Shanghai Municipal Council of traducing the friendly relations between China and the Powers to conceal its own faults.

SHANGHAI, June 10th.

Apart from the shipping strike Shanghai continues to settle down. The bakers and domestic servants are resuming work. Much unrest prevails in the river ports. Refugee women and children from Kiukiang are coming to Shanghai.

Chinese students are agitating at Chungking but the two Generals commanding there have assured the Consuls that they will maintain order and guarantee the safety of foreigners."

CHANG TSO LIN'S ADVICE.

PEKING, June 10th.

Rioters wrecked the offices of the Asiatic Petroleum Company at Tsi Yuan Fu. It is understood that Chang Tso Lin is issuing a circular telegram advising the students to refrain from violence.

MESSAGES TO TUAN CHI JUI.

PEKING, June 10th.

It is officially announced that Chang Tso Lin and Feng Yuh Siang have telegraphed to Tuan Chi Jui regarding the Shanghai affair.

The former gives the usual Chinese version of the incident and appeals to the Chief Executive to protect the people and handle the matter firmly. He concludes by saying that he and his colleagues feel bound to protest and wish to show a united front with Tuan Chi Jui at this critical time.

The telegram is signed Chang Tso Lin. His principal generals' and Feng Yuh Siang's message which is couched similarly, is also signed "Feng and subordinates."

A mandate of last night appoints Cheng Chien, Civil Governor of Kiangsu, an additional commissioner to investigate the Shanghai affair, and "devise means for the succour of the people."

INSPECTOR'S EVIDENCE.

SHANGHAI, June 10th.

At the trial to-day the American assessor announced the admissibility of documents containing Bolshevist Literature which the police seized at Shanghai University and which was not admitted yesterday.

Inspector Everson, who ordered the firing on May 30th described the circumstances and said that the crowd was absolutely uncontrollable for three minutes before the firing. The squad consisted of eleven Sikhs, twelve Chinese and two foreigners.

The Chinese Magistrate asked whether firing at the legs would have been effective.

Witness replied that such would be contrary to the instructions which were only to fire as a last resource and then to shoot to kill. He had to obey those orders.

The defence called Sidney Anderson, an American Methodist missionary.

Witness said that he did not see any resistance either by the crowd or by the arrested men. The crowd were only blocking the street and cheering. They shouted something like "Hurrah" and were quite manageable. Their object was apparently a sympathetic movement in favour of the imprisoned students. He guessed that about fifty or a hundred shots were fired, and considered the police absolutely unjustified in firing.

Cross-examined, he said he could not see the people in front of the crowd at the time of the shooting. He could not understand what they were shouting. He admitted that the police were too few to hold back the crowd.

Doctor Cline, a Methodist Missioner, and ex-President of Soochow University, gave evidence similar to Mr. Anderson's. The hearing was adjourned until to-morrow.

Dr. Cline is also an American.

SHANGHAI, June 10th.

The China Merchant's Steamship Company, a Chinese shipping concern, have suspended sailings indefinitely. Some shipping companies are instructing their vessels at present at other ports not to return to Shanghai.

LONDON, June 10th.

The *Manchester Guardian* in an editorial suggests that a prompt calling of a conference of Chinese leaders as well as representatives of the Powers might help to establish a stable government in China, also to establish the Powers on a footing more acceptable to the Chinese.

STUDENT DEMONSTRATIONS.

PEKING, June 10th.

The students were very active this morning, pupils of American Missionary institutions forming picquets in every street and practically forcing Chinese passers-by to contribute 30 cents in support of the Shanghai strikers.

At one o'clock students, workers, and other demonstrators gathered at the city gate, numbering according to their own estimates 50,000 to 100,000 and made speeches. The resolved to go to the Foreign Offices and the Chief Executive's headquarters to urge the sending of troops to Shanghai and take back the Concessions, and demand the recall of the Anglo-Japanese Consuls.

A terrible thunderstorm, with heavy rain and hail considerably reduced the numbers of the demonstrators but 5,000 paraded at the Foreign Office with loud Anti-Foreign shouting as they marched.

POISON-MONGERS ON TOUR.

SHANGHAI, June 10th.

The crews of Messrs. Jardine, Matheson & Company's steamers struck at nine o'clock last night. The steamers are laid up at the wharfsides. The Company proposes to take concerted action with the big shipping companies.

The Nippon (Nisshin) Kisen Kaisha boats have so far adhered to schedule. The *Fengyang Maru* left Shanghai for Hankow this morning carrying passengers but no cargo, the former including representatives of Chinese associations known to be going to Nanking and Chinkiang with the object of disaffecting the crews of foreign steamers at those ports. Further Nippon (Nisshin) Kisen Kaisha sailings are unlikely.

STRIKE AT FOOCHOW.

FOOCHOW, June 10th.

There has been a student demonstration and a general strike to-day. The situation is quiet but strained.

HOUSE OF COMMONS QUESTIONS.

LONDON, June 9th.

In the House of Commons, replying to questions by Mr. Pethwick-Lawrence (Lab.) and Mr. Trevelyan (Lab.) in regard to the troubles in China, Mr. Ronald McNeill, Under-Secretary of State for Foreign Affairs, emphasised that the international authorities on the spot were faced with a situation of imminent danger to life and property, and they could not wait to obtain instructions from their Governments before taking the necessary steps to restore law and order. He deeply regretted the attack. The forces of disorder were conducted behind the screen of misguided students, but the British Consul-General at Shanghai, with whom it is understood the American, French, Italian and Japanese representatives fully agreed, has reported that the police were most patient, and that they could not have acted otherwise than they did. The British Government feel confident that the Chinese Government are anxious to co-operate with the other Governments concerned in reaching an equitable and satisfactory solution of a deplorable affair.

SUPPORT FOR OFFICIALS.

Mr. McNeill emphasised that law and order must be restored and maintained in the International Settlement, and the Government would give all necessary support to the British officials on the spot. He expressed sympathy with the Chinese people and deep regret at the lives lost as the result of a misguided agitation. The policy of His Majesty's Government towards China, whose traditions and civilisation we admired, with whose national aspirations we sympathised, which was our ally in the war and with whom we are united in close and longstanding ties, was animated by the sole concern that China should become peaceful and prosperous. The British Government recognised their obligation to help China in this task, and looked to the forthcoming Tariff Conference to provide the opportunity of doing so in co-operation with the other Powers. Meanwhile, he trusted that nothing would be done to prejudice or postpone those hopes.

Replying to Mr. Trevelyan in regard to the origin of the trouble at Shanghai, Mr. Ronald McNeill said that the accounts were conflicting but the policy of His Majesty's Government had long been to use their influence in China to ameliorate the labour conditions.

Mr. Ramsay MacDonald asked whether the Government were enquiring into the industrial origin of the troubles.

Mr. McNeill said they were inviting the fullest information in regard to the whole incident. It was not admitted that the condition in the mills at Shanghai was the sole cause of the outbreak. He was of the opinion that this was one of many intermingled causes.

PURE ALUMINIUM.

A NEW REFINING PROCESS.

Aluminium that can be described as pure from a commercial standpoint has become available through the development of a new refining process, details of which have been published before the American Electro-Chemical Society by Dr. Francis Frary.

The process is known as the "Hoopes" refining process, that makes the metal with less than two-hundredths of one per cent. impurity. Hitherto, commercially, pure aluminium has only contained 99·7 per cent. of the metal, but some of the new product contains as much as 99·93 per cent. The principal impurity is copper, but traces of iron and silicon are also present.

To make this exceedingly pure metal a special refining process is employed, using melted salts of sodium, aluminium and barium floride. The impure molten aluminium is carried by an electric current up through the molten layer of these salts and separates on the top in a molten form, where it can be poured or ladled into moulds.

The pure aluminium has a beautiful lustre and colour, which it is capable of retaining, and the blue tinge characteristic of commercial aluminium is eliminated because of the low content of iron and silicon. The first of these impurities causes a greyish colour, and the second a purplish colour, while the presence of either results in the metal becoming dull and lustreless on comparatively short exposure to the air.

NATION OF POETS, LOOK YOU.

"Hundreds of Welsh working men can compose Welsh poems in alliterative verse, compared to the intricacies of which a Greek chorus is as an infant's puzzle." Professor Hudson Williams, of the University College of North Wales, paid this tribute in an address on the teaching of Greek at the meeting of the Classical Association at Bangor.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

SECURITY PACT.

GERMANY MUST ENTER LEAGUE.

LONDON, June 10th.

Later information concerning the proposed security pact shows an intention to make it absolutely bi-lateral and of a mutual character, Britain's contribution under the aegis of the League of Nations being to guarantee the existing Rhine frontiers against aggression both from France and Germany. An essential preliminary to the operation of the pact will be Germany's entry into the League.

SPEECH BY LORD DERBY.

PARIS, June 10th.

Lord Derby speaking at a luncheon of the *Association de France et de Grande Bretagne*, referred to the agreement between M. Briand and Mr. Chamberlain regarding the pact of security, and declared that it was absolutely indispensable that France and England should co-operate for if they stood apart it was Goodbye to the peace of the world and the safety of France and Britain.

Lord Derby added that at the present moment there existed in Great Britain a greater friendship and love of France than had ever been known in their histories, and the expression of that feeling was best shown in the agreement between M. Briand Mr. Chamberlain.—*Havas.*

[*REUTER'S AMERICAN SERVICE.*]

U.S. PRESS VIEWS.

NEW YORK, June 10th.

The *Herald and Tribune* contend that Franco-British accord on security is the most important step towards the stabilisation of Europe which would be visibly hastened were Germany to accept loyally the allied proposals. The *New York Times* says that despite the vague reports of the agreement, the virtual Anglo-French accord is a great advance.

[THROUGH REUTER'S AGENCY].

FRANCE AND SPAIN.

M. PAINLEVE EXPLAINS OBJECT OF HIS FLIGHT.

TOULOUSE, June 10th.

M. Painlevé has arrived *en route* for Morocco.

In an interview, he said that he was going to the front to confer with Gen. Lyautey on the position of Morocco and the possibility of a Franco-Spanish understanding to secure peace with a minimum of force and risks. He is returning to Paris on June 16th *via* Spain.

EARLIER CABLES.

STINNES TRUST.

FINANCIAL CONDITION UNDER INVESTIGATION.

LONDON, June, 9th.

In connection with position of the Stinnes firm, the Stinnes newspaper, The *Deutsche Allgemeine Zeitung* admits that the reorganisation which is proceeding is not in connection with "the Stinnes concern," the Siemens Rheinelbe Schukert Union, but in connection with the firm of Hugo Stinnes, Muelheim-am-Ruhr.

The journal expects that with the assistance of the banks the present reorganization will lead to renewed activity.

It is stated positively from Berlin that there was a conference of bankers held on June 5th, under the chairmanship of the President of the Reichbank to investigate the financial condition of the firm, and that a scheme for the reorganization of the concern was prepared, under which Hugo Stinnes, jun., takes over the general direction, while three banking experts will join the supervisory board for the maritime transport and overseas trade.

It is understood that the big banks have guaranteed financial support to the extent of 40,000,000 Reichsmarks. The foreign credits of the firm have still a considerable time to run.

FLIGHT ROUND GERMANY.

THIRTY-FIVE AIRMEN FINISH LAST LAP.

BERLIN, June 9th.

Thirty-five out of the 38 airmen who participated in the fifth and last circuit of the round-Germany flight have so far returned to the Tempelhof aerodrome.

The winners of the competition will not be announced for a fortnight.

The fastest speed for the last circuit was attained by Baumer in a 60 h.p. Wright machine, his time being 8 hours and 8 minutes.

Two "babies" completed this circuit in 16 hours.

Loerzer will probably prove the winner in the under 40 h.p. class, as he has flown the greatest mileage, although unable to complete the last circuit through a forced landing.

EARLIER CABLES.

HOME CRICKET.

DOINGS OF THE COUNTIES.

LONDON, June 9th.

Somerset at Taunton led over Essex in the first innings. Somerset scored 318 (Daniell 108, Bligh 71). Essex compiled 139, with White taking 6 for 36, and then 251 for 4 (Russell 111).

At Leicester, Notts beat Leicester by an innings and 155 runs. Leicester scored 233 and 101. Notts scored 500 for 7, declared (Carr 206, Walker 78).

Gloucester at Chesterfield beat Derby by three wickets. Derby compiled 197 and 178. Gloucester scored 278 (Dipper 74) and 98 for 7.

HOLMES 315 NOT OUT.

At Lord's, Yorkshire beat Middlesex by an innings and 149. Middlesex scored 118, Robinson taking 5 for 32, and 271 (Stevens 65, Hearne 91). Yorkshire compiled 538 for 6, declared (Holmes 315, not out, Leyland 61, Sutcliffe 58).

Lancashire beat Surrey at Manchester by an innings and 17. Lancs compiled 371 (Watson 120). Surrey scored 71, Macdonald taking 4 for 30, Tyldesley 3 for 7 and Parker 3 for 17, and then 283 (Sandham 117), Macdonald taking 6 for 102.

Northants beat Warwick at Northampton by ten wickets. Northants compiled 376 (Woolley 164 and Wright 112), and then 5 for 0. Warwick scored 122, Wright taking 5 for 65 and Jupp 4 for 17, and followed on, being all out in the second innings for 256, (Smith 50, Parsons 61), Thomas taking 6 for 77.

Sussex at Stourbridge beat Worcester by two wickets. Worcester scored 205 (Rogers 118, not out) Wensley taking 3 for 56, and 174 (M. Foster 61) Tate taking 6 for 50. Sussex compiled 179 (Watson 51), Root taking 5 for 64, and then 205 for 8 (Watson 70, not out). Root taking 5 for 78.

GORDON BENNETT RACE.

MORE BALLOONS COME DOWN.

LONDON, June, 9th.

The French balloon, *Grand Charles*, which was competing in the Gordon Bennett race, descended in the Channel and sank.

The occupants were picked up in an exhausted condition and conveyed to hospital.

BRUSSELS, June 9th.

The French balloon *Picardie* landed at Anneville, Department de la Manche.

QUIMPERS, Finisterre, June 9th.

The Belgian ballon *Belgica*, piloted by De Muyter, who won the Gordon Bennett Cup outright during the past three years, landed near Quimpers.

FIGHTING IN MOROCCO.

RIFFS ATTACK FRENCH POSTS.

FEZ., June 9th.

Enemy incursions in the Lukkous district continue. The French advance posts at some points have fallen back in good order.

Enemy efforts to penetrate the French lines south of Wergha were beaten off with heavy losses.

BRITISH FINANCE BILL.

TEA DUTY BUDGET CLAUSE PASSED.

LONDON, June 9th.

The House of Commons during the Committee stage of the Finance Bill rejected by 274 votes to 149 a Labour amendment to reduce the tea duty to one penny per pound.

Mr. Winston Churchill, Chancellor of the Exchequer, pointed out that 383,000,000 pounds of tea were consumed in the United Kingdom last year, compared with 381,000,000 pounds during the previous year, while the 1925-26 Budget estimated for a consumption of 395,000,000 pounds.

LATER.

The clause in the Budget embodying the tea duty was adopted by 277 votes to 140.

LACE AND EMBROIDERY DUTY.

Mr. Baldwin announced that the Government had decided to adopt the recommendation of the Committee to impose a 33⅓ *ad valorem* duty on imports of lace and embroidery of all kinds.

LATEST CABLES.

MCKENNA DUTIES ADOPTED.

After the rejection of a series of Labour and Liberal amendments in the course of a night-long debate following time-worn fiscal controversial lines, the House adopted the McKenna duties by 186 votes to 67.

EARLIER CABLES.

STILL SOME HOPE.

SOVIET EXECUTIONS SUSPENDED

MOSCOW, June 9th.

The executions of General Belavin, M. Ivanoff and Madame Krzeczkovska have been suspended.

FRENCH FRANC RALLIES.

LONDON, June 9th.

Following M. Caillaux's warning to speculators, the French franc rallied smartly and closed to 98.20 to the £.

TRAIN DISASTER.

MOSCOW, June 9th.

The Chita-Moscow express was derailed near Novo-Nikolaievsk.

Three were killed and 14 injured.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

RUSSIA TO CHINA BY AIR.

MOSCOW, June 10th.

An aerial expedition of six aeroplanes, including four constructed in Russia, left this morning for Peking in the presence of thousands of people, including members of the Government.

Many other aeroplanes escorted the expedition on the first stage of the journey, the object of which is to survey the air route across Siberia and the Gobi desert to China.

If successful, it is proposed to form a Soviet-Chinese company to establish permanent communication between Europe and China on this route.

CHINESE LOANS.

DR. CHU'S SUAVE REPLY TO A DEPUTATION.

LONDON, June 9th.

A deputation representing British holders of the Marconi and Vickers eight per cent. Chinese Loans waited on the acting Chinese Minister at the Legation in London yesterday and made representations regarding the Peking Government's failure to pay interest thereon.

Dr. Chu replied sympathetically and assured the deputation that it was the intention of the Chinese Government to meet its obligations on these Loans at the earliest possible moment.

DUTCH-SIAMESE TREATY.

AMSTERDAM, June 9th.

A new Dutch-Siamese Treaty of Friendship, Commerce and Navigation, based on most favoured nation treatment, has been signed at the Foreign Ministry at the Hague.

BESAR AT WEMBLEY.

LONDON, June 9th.

The Besar of Sembilan paid a state visit to the Malaya pavilion at Wembley this morning, and afterwards partook of luncheon with the staff.

ITALIAN AIRMAN.

TO STAY FOR THREE WEEKS IN MELBOURNE.

MELBOURNE, June 9th.

Major Di Pinedo, the Italian airman, has covered 15,000 miles actual flying. His flying time was 145 hours.

Major Di Pinedo remains in Melbourne for three weeks in order to overhaul the engine of the machine.

GERMAN SOCIALISTS ANGRY.

BERLIN, June 9th.

There is bitter opposition on the part of the Socialists and Democrats in the Reichstag to motions giving the President the right to confer titles and cancelling laws for the protection of the republic.

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

MACMILLAN EXPEDITION.

TEST FLIGHT ACCOMPLISHED.

PHILADELPHIA, June 10th.

Three aeroplanes of the MacMillan Arctic Expedition finished the test flight to Boston to-day, on the first leg of the journey Northward.

Flight-Commander Byrd, who will make the trip to the Arctic thinks that there is little doubt that the Amundsen expedition will be sighted soon after the MacMillan Expedition has left its base on the Polar Sea about August 8th.

The purpose of the expedition is to discover and explore new lands and possibly pass over the Pole.

DEBT-COLLECTOR COOLIDGE.

WILL TAKE FIRM STAND TO COLLECT DEBTS.

NEW YORK, June 10th.

The correspondent of the *New York Times* aboard the Presidential train returning to Washington from Minnesota says that President Coolidge appears to have gathered the impression that the West is gaining prosperity and his policies are fundamentally sound and stimulating. He impressed, by the wide endorsement of his economy tax reduction plans, a more determined stand, firm in policy for the collection of foreign debts in view of the hard economic conditions in the North West.

EARLIER CABLES.

MINE DISASTER IN U.S.

STURGIS (Kentucky), June 9th.

It now appears that 17 miners may be entombed as the result of an explosion in the West Kentucky Coal Company's mine. There is practically no hope of rescue alive.

U.S. PROFESSOR FOR OXFORD.

PRINCETON, June 9th.

Professor McElroy has accepted the professorship of American history in Oxford University.

Buy British Cars.

THE "STANDARD" Cars were first introduced in 1903. Every year has shown a steady and marked improvement justifying an extraordinary popularity which can only be secured by a really first class car.

Gracefully built the "STANDARD" is pleasing to look at and comfortable to ride in. The specification is complete in every detail and includes amongst other features overhead valve engine, magneto ignition, thermo-syphon cooling, etc., etc.

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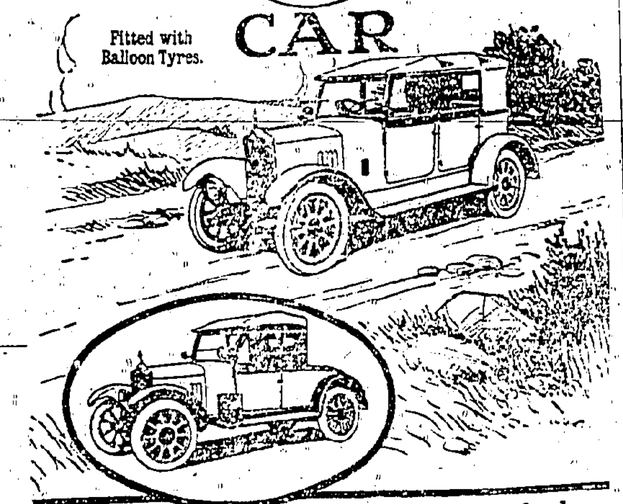

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LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 8th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 8th June, 1925. [2277

LLOYD TRIESTINO S. N. CO.

NOTICE TO CONSIGNEES.

The Steamship "VENEZIA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 9th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.

Hongkong, 9th June, 1925. [2281

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
"CELTIC PRINCE"
having arrived from the above Port on 9th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, 16th instant, at 10 A.M.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.

Hongkong, 9th June, 1925. [2280

S.S. "ANGKOR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo from BORDEAUX, &c., ex s.s. "VILLE DE STRASBOURG," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 15th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 17th June, 1925, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 13th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODEINFUSER,
Agent.

Hongkong, 9th June, 1925. [2278

THE WHITE MAN'S GRAVE.

TIDIED UP A LITTLE.

BY G. WARD PRICE.

(Special Correspondent of the *Daily Mail*, who is touring with the Prince of Wales.).

NIGERIA.

In the entire globe there is no region of worse reputation than the West Coast of Africa. With Devil's Island and Botany Bay it shares proverbial infamy, and by the majority of Englishmen has always been regarded as our national Siberia.

Even now, when growing trade returns, displays at Wembley, and successful royal visits are revealing to British eyes the economic value of this notorious Coast, the mental picture of West Africa to which most men still cling is that of pestilential mangrove swamps and fever-stricken forests.

The graves of young Englishmen scattered everywhere about West Africa remind one that but a few years have passed since filth, fever, and drink were the living conditions of Europeans out here, and death within two years their almost inevitable end.

I have met one or two men still on the Coast who are the rare survivors of that host of vanished victims among whose dust the foundations of modern British West Africa were laid. Twice in his early days, one of them related, did he see two-thirds of the white population of Accra die within a month. That was the sort of thing that happened before Laveran identified the maladia parasite or Sir Ronald Ross made the supreme life-saving discovery that it was carried from man to man by the mosquito.

THE MALARIA SCOURGE.

But though West Africa has been improved beyond all recognition from those deadly conditions of even twenty-five years ago, it is wrong to suppose that its climate has lost its old power for evil. The white population supports life only at the price of constant care, and behind the protection of a never-ceasing barrage of quinine. But for the regular consumption of that powerful drug death would still take as large a toll of British lives on the West Coast as it did in the days when this was called the White Man's Grave, and the stretch of sea between Freetown and the Canaries, where many invalided home found burial in weighted hammocks, earned the grim nickname of "The Boneyard."

In the four West Coast Colonies that we have visited I found among all classes of white residents—and especially among the wives who have lately taken to sharing their husbands' tours of service—a strong "feeling of exasperation at the spread of the new theory that West Africa is really a bracing residential area only distinguished from Brighton by being farther away from Town. It is on the strength of the official view, that the sinister reputation of the country is undeserved, that eighteen months of continuous service on the Coast, instead of twelve, is now required before officials are entitled to home leave.

But everywhere down the West Coast I have heard, from doctors as well as laymen, the pronounced and unpremeditated conviction that a white man's physical and mental fitness begins steadily to decline after eight months in West Africa, and that after twelve months the loss of efficiency is rapid.

MISLEADING DEATH STATISTICS.

I do not myself believe that a lazy hankering for leave lies behind this belief. The tendency of the Briton abroad—and his wife—is rather to make a home where Fate stations him, and soon to be boasting its advantages over the climate and conditions of England. But in the atmosphere of West Africa there is something which white people instinctively feel to be doing subtle harm not only to their bodies but their minds.

Defenders of the West Coast almost always quote mortality returns. These death-rate figures are misleading. European officials dying on service in Nigeria, for instance, have averaged only 12 per thousand in each of the past ten years.

But one should remember how many things contrive that European officials who die shall do so outside the scope of Nigerian statistics. Directly a man sickens seriously he is invalided home, or even out of the service, and his subsequent demise, if it occurs, leaves no blot on Nigeria's reputation.

The harm, too, which this malevolent climate does to white men is not necessarily immediately or even ultimately fatal. Its principal effect is the slow and stealthy sapping of a man's vitality, a process of wastage and decay directed not only against the body but the brain.

NOT A WHITE MAN'S COUNTRY.

The consequences of this debilitation may not manifest themselves even until a West African official's career is over, and then—a commonplace chill caught at home in England, a touch of influenza, some mild internal disorder such as a European who has never left the temperate zone throws off unheedingly, claims at long last for the unrelenting Coast.

There have been distinguished visitors to Nigeria who, visiting Kano when the cold northern "harmattan" is blowing, have carried away the sincere impression that the West Coast of Africa is as bracing as Skegness. But these unobservant optimists failed to recognise around them the strained, uncanny look that twelve months out here puts into a man's eyes, or the drawn faces of the women, who seldom stay for more than six.

Despite the deceptive Riviera prettiness of Lagos, Kumasi, and Accra, there can be no doubt that the doctors out here are right in holding firmly that this is no country for the white man.

(Continued at foot of next Column.)

MODERN CHAPERONES.

GRADUAL RETURN TO A BYGONE CUSTOM.

[BY "MRS. WILFRID ASHLEY."]

Chaperones and waists are gradually returning to us; I see signs of both of them in our midst. From a girl's point of view chaperones are to be advocated and waists perhaps deprecated, inasmuch as we none of us ever want to see a nineteen-inch waist again.—

During the war chaperones were almost unknown; they and champagne were absent from the little informal dances and parties that sprang up on the spur of the moment. Mothers stayed at home and "turned a heel" with a feeling that the world was turning topsy-turvy, and their daughters looked upon a chaperone as a back number.

As a V.A.D. you were not chaperoned; you came and went as you liked, rejoicing in your new spirit of independence; and if you worked unchaperoned, why then you danced without the eye of the chaperone upon you. And I wonder whether it was wise for the chaperone to stay and knit with her heart heavy within her while her daughter danced through the brief hours of some one's "short leave" with her sense of proportion sadly awry owing to war conditions, and her partner intent, since these few days might be his last in the Old Country, to make the most of them. I believe this freedom when young people were thrown together unchaperoned was the cause of many of the unhappy marriages hastily contracted during the war.

Now, as in everything else, we have the swing of the pendulum. The chaperone is coming into her own again, and some mothers do not allow their daughters to go about in a happy-go-lucky way without them.

Of course, the ideal thing is the "dancing chaperone," for in these days, when young and old dance, she is more than a possibility—she is a fact. Mothers are much younger than they used to be twenty years ago, and so when the time comes for them to chaperone their daughters the young men no longer regard them in the light of a wet blanket and a necessary evil. Indeed, I am not sure that some chaperones do not dance better than the girls they are taking out, and here I can see a little cloud on the horizon of the débutante. She finds herself competing with the chaperone, sometimes to her own disadvantage, because the young man of to-day is apt to be wise in his generation and to wish to dance with the married woman rather than the latest débutante.

THE WEARY WATCHER.

The chaperone, as a woman of the world, can interest him, her dancing is more finished than that of the "jeune fille," and, above all, he can dance with her without the feeling that he is making any one girl conspicuous.

So the task of the dancing chaperone is one that demands much tact and savoir faire, and she must remember that she is the chaperone first and the good dancer second. Nothing is so difficult as to be adaptable, and that is her first duty. Time was when the lot of the chaperone must have been a very unenviable one, and she must have looked forward to the season with a certain amount of dread; the vision before her of sitting night after night—possibly in a draught—until the small hours of the morning, with not even bridge to while away the time.

Those were the days of which our grandmothers tell us. Then, surely, the life of a chaperone was a weary one, and almost out of pity, we did away with her. But now that our views are wider in so many ways, the task of the chaperone has become lighter, and she is not always on duty.

There is a growing desire for her, and I am glad that she is more evident to-day than she was five years ago, as I think our girls are the happier and better for her presence. They are not so much inclined to think they can manage their own lives entirely in their own way. Youth is realising that it was a mistake to sweep away an institution such as the chaperone. It wants her back, but with some of the old rules of the institution modernised and made up-to-date. "Plus ça change, plus c'est reste la même chose" and so we are reverting to "sense and sensibility" without "pride and prejudice."—*Daily Express.*

The London Zoo has just had an addition of more than usual interest. A siamang, the largest of the gibbons, has been purchased. The gibbon is a native of Sumatra, and is nearly 3 feet in height. Its hair, which is rather long, is black all over. Wallace, who first described its habits in his Malay Archipelago, stated that it was slower in its movements than other gibbons. Like all the anthropoid apes, it has no tail. On the ground it runs for short distances in an upright posture, swaying a little from side to side, and holding its arms in readiness to support it, like a child learning to walk. The new arrival seems in good health, and is feeding well on rice, fruit, and milk.

There is a price to be paid for Empire in these unwholesome haunts of death. In that grim reckoning the main items are malaria, blackwater—which even yet the doctors do not completely understand—and yellow fever, that kills nine out of ten of its white victims. These are the deadly adversaries of the British men and women who fight our Imperial campaign on the West Coast of Africa—and in that war there is no discharge.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr M. Axelrood
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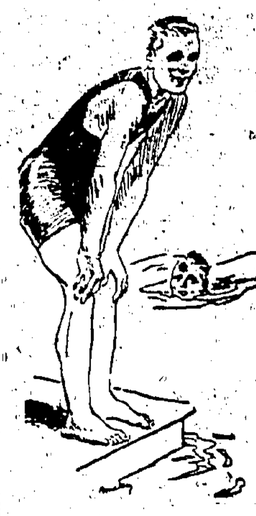

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THRILLS IN THE AIR.

"SAFETY-FIRST" FLYING WHICH LOOKED PERILOUS.

Some hair-raising exploits were undertaken at the Croydon Aerodrome—in the interest of "safety first," but giving the impression of safety last.

Flight-Lieutenant Bulman demonstrated the possibility of "stalling" at a low altitude without crashing, under a new system, which he claimed gives the pilot six times as much control as ever before.

Afterwards Mr. Fokker flew his own monoplane with eight passengers, slowed up and hung practically motionless.

A FLIGHT REVOLUTION.

For the first time in flying history an aeroplane went up and openly broke every law hitherto handed down from pilot to pilot as an unwritten rule of their craft.

Experts stood on the ground amazed. Experienced airmen declared that it was a "revolution."

It was a quite little man, a wizard in the handling of experimental 'planes, Flight-Lieut. P. S. Bulman, who did all those things. He emerged unscathed from exploits which have so far been reckoned to spell death.

Flying quite low at the London air-station, Croydon, he deliberately stalled his biplane, causing it to lose flying speed. Those looking up held their breath. But the machine did not come spinning earthward, in an uncontrolled dive; it seemed to hang miraculously in the sky. Its stability seemed automatic.

Then, causing another gasp from technical spectators, Lieut. Bulman swung his machine round, with its nose up and its tail down, in an altogether impossible position, and calmly flew off as if nothing had happened.

YEARS OF RESEARCH.

On landing, not having turned a hair, he told us about it. Years of British research have gone into this wonderplane.

By a development of the Handley Page wing-slot system, working in conjunction with the balancing-planes, the pilot has six times as much control over his aeroplane as anyone has ever had before.

"What it means," explained Lieut. Bulman, "is that no pilot, given this system, should ever lose control of an aeroplane altogether.

"If he stalls quite near the ground he can prevent his machine spinning or diving, and even if he hits the ground while sinking in a stalled position, the ability to keep his machine on an even keel will mean that all that will happen is that he may damage his under-carriage without any risk of injury to himself."

Then came more thrills. Mr. Anthony Fokker, the famous Dutch designer, went up in a new Napier-Fokker "safety-first" commercial monoplane. This machine has been designed to maintain automatically sufficient flying speed.

With eight passengers in the saloon Mr. Fokker slowed up his machine till it appeared to hover almost motionless, and all that happened was that it lost altitude a trifle, and then recovered flying speed.

At this juncture the French pilot of a big "Goliath" aeroplane, about to start for Paris, is reported to have exclaimed: "Ze standing still in the air! I can do him!"

At any rate, the crowning impression of the day was one of these great "air expresses," manoeuvred head-on to the rising wind, hovering above the crowd like some vast bird before it flew off to Paris.

SHIPPING LAWSUIT.

DISPUTE OVER PURCHASE OF STEAMER.

The long-pending lawsuit against the British India Company in connection with the repairs required by the steamer *Amata* (now the *Ryui Maru*), when sold to Mr. Nishi Masajiro, of Yamamotodori, 4-chome, Kobe, was down to be heard at Kobe on May 30th.

The plaintiff, in his statement of claim, says that he made a contract with the defendant company on September 21st, 1923, for the purchase of the *Amata* for £10,500. Of the purchasing money £1,600 was deposited with a London bank upon the contract being concluded in London. It was promised that the steamer would be carefully examined at Bombay or Calcutta on the way to Kobe, where it was to be delivered to the purchaser. It arrived at Kobe in January, 1924, and was delivered on January 23rd on payment of the remainder of the price. The vessel was then docked at the Kobe Mitsubishi yard. On January 30th it was discovered that the vessel's bottom was badly damaged and that the damage must have been done long before its arrival at Kobe. For repairs the plaintiff had to pay Y.16,735.80. This amount is claimed from the defendant company.

The defendance is: Under Article 18 of the contract it was agreed that all complaints or disputes that might arise were to be decided by arbitration at the port of the ship's delivery. This arbitration was to be final in case of any trouble occurring, and no court judgment was required. No claim can lie without submission to arbitration. Although the plaintiff once proposed to arrange for arbitration, no definite proposition had yet been made as to whether British or Japanese law should apply. The defendants believe that the matter should be judged by British law so far as the arbitration was concerned. Therefore this claim should be rejected.

GOOSEBERRIES' TOILET.

Lady (buying gooseberries at a stall)—"These gooseberries don't look very clean." Hawker—"Well, what d'you expect a bloke to do? Wash 'em and comb their 'air for threepence a pahnd?"

EASTERN TELEGRAPH CO.

MR. J. C. DENISON-PENDER TO BE VICE-CHAIRMAN.

An interesting appointment which has just been made by the Eastern Telegraph Co., is reported by the *China Express and Telegraph*. Mr. J. C. Denison-Pender, in addition to being joint manager of the Eastern Telegraph Co., has become its Vice-Chairman as well as Vice-Chairman of the Eastern Extension Australasia and China Telegraph Co., of which he is already a director.

The son of the present chairman of the company and grandson of Sir John Pender, one of the pioneers of the cable industry, to whose firm belief in the future of the submarine telegraph this country owes its pre-eminence in the undersea communications of the globe, Mr. J. C. Denison-Pender may be said to have been born for the exalted position he now holds. He first saw the light in 1882, and is the third generation of his family to be virtually at the head of the Great Eastern group of cable companies. Educated at Eton, it is to his credit that he is gifted with practical knowledge, beginning from the lowest rung, which few men enjoying such early advantages can boast.

He joined the Eastern Co. as a young man, and went through the telegraphists' hard school in the ordinary way. Then he roughed it at sea for three years on cable ships, taking part in extensive cable-laying operations, and finishing the training for the position he now holds by serving in all the big departments of the Eastern Co.

Although an intensely busy man, he yet found time for relaxation in politics. From 1915 to 1918 he represented Newmarket Division in the House of Commons, and also sat for one of the Wandsworth Divisions from 1918 till the Labour Party came into possession in 1922. He also represented St. Pancras on the London County Council for nearly ten years.

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STRAITS & CALCUTTA	"NAMSANG"	Saturday,	13th June, 3 p.m.
SHANGHAI via SWATOW	"YUSANG"	Sunday,	14th June, 10 a.m.
TIENTSIN via CHEFOO	"LOKSANG"	Sunday,	14th June, 10 a.m.
TIENTSIN	"CHIPSHING"	Monday,	15th June, Noon.
KOBE via AMOY, SHANGHAI & MOJI	"HOSANG"	Tuesday,	16th June, 7 a.m.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	16th June, Noon.
SANDAKAN	"HINSANG"	Saturday,	20th June, Noon.
KOBE via AMOY & MOJI	"FOOKSANG"	Tuesday,	23rd June, 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Friday,	26th June, 3 p.m.

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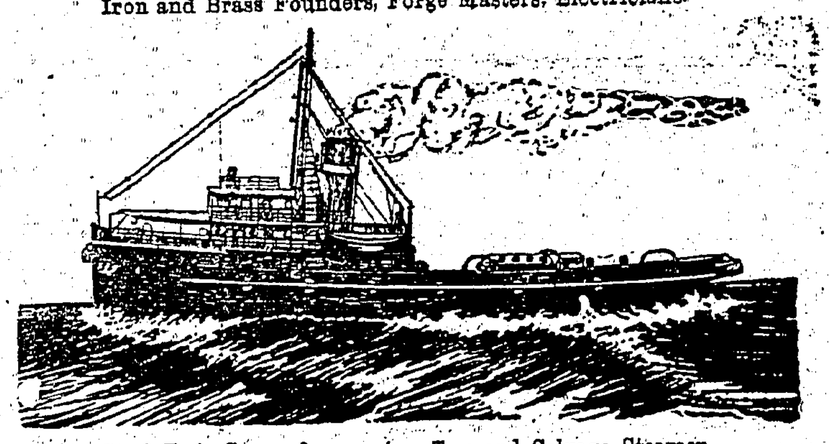

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WORLD THEATRE.

SHIPPING NEWS

ARRIVALS.

June 25th.

Ho Hsing, Chinese str., 1,303 tons, Capt. H. Patterson, from Weihaiwei, with a general cargo, lying at buoy No. C36. Shun Tai S.S. Co.

Malaya, Danish motor ship, 8,654 tons, Capt. N. P. A. Rasc, from European and Singapore, the latter port she left on June 4th, with a general cargo lying at Kowloon Wharf. John Manners & Co.

Nam Sang, British str., 2,591 tons, Capt. T. Cozier, from Osaka and Amoy, with a general cargo, lying at Kowloon Wharf. Jardine, Matheson & Co.

Taishin Maru, Japanese str., 1,005 tons, Capt. S. Akana, from Keelung, with a cargo of coal, lying at buoy No. B33. O.S.K.

Troilus, British str., 4,774 tons, Capt. S. Mauzwick, from Singapore, with a general cargo, lying at Holt's Wharf. B. & S.

June 10th.

Bandoeng Maru, Japanese str., 2,369 tons, Captn. K. Yasui, from Karatsu, with a general cargo, lying at Stone cutters. Nanyo Yusen Kaisha.

Bintang, Norwegian str., 811 tons, Capt. A. Haaland, from Saigon, with a cargo of rice, lying at buoy No. C15. K. Larsen & Co.

Carmarthenshire, British str., 1,902 tons, Capt. W. H. Baker, from Karatsu, with a general cargo, lying at buoy No. 76. Jardine, Matheson & Co.

Drake, Norwegian str., 1,021 tons, Capt. E. Ringalsen, from Saigon, with a general cargo, lying at buoy No. B20. Kwang Hong Hing.

Huichow, British str., 1,267 tons, Capt. W. S. Turnbull, from Swatow, with a general cargo, lying at Douglas Wharf. Douglas, Lapraik & Co.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chin On Wharf. Chin On S.S. Co.

Kaiju Maru, Japanese str., 1,126 tons, Capt. Y. Okura, from Keelung and Swatow, with a general cargo, lying at O.S.K. Wharf. O.S.K.

Norway Maru, Japanese str., 4,229 tons, Capt. K. Oshima, from Shanghai, with a general cargo, lying at buoy No. A28. M.S.K.

Osaka Maru, Japanese str., 3,740 tons, Capt. C. Goto, from Calcutta *via* Saigon, with 4,879 tons of general cargo and rice, lying at Kowloon Wharf. N.Y.K.

Sekkow Maru, Japanese str., 2,004 tons, Capt. H. Giwa, from Bangkok, with a general cargo, lying at buoy No. B22. O.S.K.

Tean, British str., 1,551 tons, Capt. E. Histed, from Hoihow, with a general cargo, lying at buoy No. C46. B. & S.

Uda, British str., 879 tons, Capt. M. E. Raelfig, from Foochow, lying at A.P.C. Wharf. Asiatic Petroleum Co.

Wuhshue, Chilean, str., 2,215 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at buoy No. B25. Sui Lee S.S. Co.

Swigang, British str., from Canton, lying at buoy No. 67.

Tenka Maru, Japanese str., from Canton, lying at buoy No. C53.

CLEARANCES.

June 10th.

Alzuru Maru No. 12, for Keelung.
Ardee, for Chefoo.
Carmarthenshire, for Singapore.
Chipshing, for Canton.
Gitterie, for Bangkok.
Emil Kirdorf, for Shanghai.
Haiyang, for Swatow.
Haicheong, for Wuchow.
Hydrangea, for Swatow.
Kanchoh, for Swatow.
Kinka Maru, for Dairen.
Krut, for Shanghai.
Limchow, for Pakhoi.
Lingshan, for Canton.
Malaya, for Shanghai.
Ming Sang, for Haiphadz.
Mondego, for Swatow.
Tajima Maru, for Saigon.
Tanfong, for Hoihow.
Troute, for Shanghai.
Troilus, for Shanghai.
Van Overstraten, for Bangkok.
Venetia, for Shanghai.
Yamato, for Hoihow.

PASSENGERS.

ARRIVALS.

Per s.s. *Huiching*, on June 10th:—Mr. T. A. Perry, Mr. Legebrie, Rev. Mother Agatha, Mrs. Bell-Smith and child, Mrs. N. Dines, Mr. R. K. Valentine, Rev. Sister Paulini.

VESSELS EXPECTED.

Antilochus (Blue Funnel), due on or about July 6th.
Arafura (E. & A.), due to-day.
Delta (P. & O.), due to-day.
Empress of Asia (C.P.R.), due June 15th.
Eurypylus (Blue Funnel), due on or about July 1st.
Formosa (Swedish East Asiatic), due on or about June 30th.
Izum (Blue Funnel), due to-day.
Kamo Maru (N.Y.K.), due June 16th.
Kashmir (P. & O.), due to-day.
Menelaus (Blue Funnel), due on or about June 20th.
Nestus (Blue Funnel), due June 16th.
Patroclus (Blue Funnel), due on or about June 22nd.
President Adams (Dollar), due June 22nd.
President Cleveland (Dollar), due June 26th.
President Garfield (Dollar), due July 6th.
President Jackson (Admiral Oriental), due June 13th.
President Lincoln (Dollar), due to-day.
President McKinley (Admiral Oriental), due June 17th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Tatsuno Maru	Jap.	Nippon Yusen Kaisha	On 9th July
New York & Boston	Celtic Prince	Brit.	Prince Line	On 18th inst.
New York & Boston via Suez	Egremont Castle	Ital.	Dodwell & Co., Ltd.	On 26th inst.
New York, Boston & Baltimore	Katuna	Brit.	The Bank Line, Ltd	On 19th inst.
Barcelona, Valencia Antwerp Rotterdam, &c.	Formosa	Swed	Gilman & Co.	About 15th July
Boston, New York & Baltimore via Suez	Titan	Brit.	Butterfield & Swire	On 23th inst.
Boston, New York & Baltimore via Suez	Katuna	Brit.	The Bank Line, Limited	On 19th inst.
San Francisco via S'hai & Jap. Ports & H'lu.	President Wilson	Am.	Pacific Mail S.S. Co.	On —
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 12th inst
Victoria, Seattle & Vancouver via J. Ports.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 26th inst.
Victoria, Vancouver & Seattle	Achilles	Brit.	Butterfield & Swire	On 30th inst.
Seattle & Victoria, via S'hai. Kobe & Yokohama	Presidt. Jackson	Am.	Admiral Oriental Line	On 14th inst.
Marseilles, London, Antwerp & Hull	Sicilia	Brit.	P. & O., B. I. & A. L.	On 13th inst., Noon
Marseilles, &c.	Angkor	Fren.	Messageries Maritimes	On 7th July
Marseilles, &c.	Compiagne	Fren.	Messageries Maritimes	On 23rd inst
Marseilles, &c.	Chantilly	Fren	Messageries Maritimes	On 21st July
Marseilles, London, Antwerp via Singapore, &c.	Hakusan Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., 11 a.m.
Havre, London, R'dam & Hamburg	Sutton Hall	Brit.	The Bank Line, Ltd.	On 11th inst.
Genoa, Havre, Liverpool & Glasgow	Irion	Brit.	Butterfield & Swire	On 12th inst.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Corlenz	Ger.	Melchers & Co.	On 27th inst.
Marseilles, London, Rotterdam & Glasgow	Sarpedon	Brit.	Butterfield & Swire	On 16th inst.
London, Rotterdam & Hamburg	Carmarthenshire	Brit.	Jardine, Matheson & Co., Ltd	On 11th inst., Noon.
Genoa, Mars., R'dam., Amsterdam, Hamburg & Bremen	Salabangka	Dut.	Java-China-Japan-Lijn	On Beginning of July
Bombay via Singapore & Colombo	Toyooka Maru	Jap.	Nippon Yusen Kaisha	On 23th inst.
Straits & Calcutta	Namsang	Brit.	Jardines, Matheson & Co., Ltd	On 13th inst., 3 p.m.
Singapore, Penang & Calcutta	Tilawa	Brit.	P. & O., B. I. & A. L.	On 5th July
Singapore & Bombay	Jeypore	Brit.	P. & O., B. I. & A. L.	On 17th inst., Noon.
Singapore, Penang, Colombo, Bombay, &c.	Mirzapore	Brit.	P. & O., B. I. & A. L.	On 26th inst., Noon.
Singapore & Belawan-Deli	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 18th inst.
Brindisi, Venice & Trieste	Venezia	Ital.	Dodwell & Co., Ltd.	On 1st July
Weihaiwei, Chefoo & Tientsin	Kuetchow	Brit.	Butterfield & Swire	On 20th inst., 4 p.m
Sandakan	Mansang	Brit.	Jardine, Matheson & Co., Ltd	On 13th inst., Noon.
Australian Ports via Manila	Tango Maru	Jap.	Nippon Yusen Kaisha	On 24th inst., 11 a.m
Australian Ports	Arafura	Brit.	P. & O., B. I. & A. L.	On 8th July.
Australian Ports	Changsha	Brit.	Butterfield & Swire	On —
Shanghai, Kobe & Yokohama	Washington Maru	Jap	Nippon Yusen Kaisha	On 18th inst.
Bangkok via Swatow	Chaksang	Brit.	Jardine, Matheson & Co., Ltd.	On 16th inst., Noon.
Shanghai & Kobe	Soudan	Brit.	P. & O., B. I. & A. L.	On 10th July
Shanghai, Moji Kobe & Yokohama	St. Albans	Brit.	P. & O., B. I. & A. L.	On 7th July
Shanghai, Moji & Kobe	Delta	Brit.	P. & O., B. I. & A. L.	On 12th inst., D.L.
Yokohama, Shanghai, Kobe & Moji	Fiume-L	Ital.	Dodwell & Co., Ltd.	About 12th inst.
Shanghai	Tjikembang	Dut.	Java-China-Japan Lijn	About 16th inst.
Moji, Kobe & Yokoham	Arafura	Brit.	P. & O., B. I. & A. L.	On 13th inst., D.L
Moji, Kobe & Yokohama	Tanda	Brit.	P. & O., B. I. & A. L.	On 6th Aug.
Tientsin	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., Noon.
Batavia	Tjimanoek	Dut.	Java-China-Japan Lijn	About 18th inst.
Haiphong	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., 8 a.m.
Hoihow & Bangkok	Tean	Brit.	Butterfield & Swire	On 13th inst, 11 a.m.
Hoihow & Singapore	Kweiyang	Brit.	Butterfield & Swire	On 15th inst, 11 a.m
Swatow, Amoy & Foochow	Hai-Ning	Brit	Douglas Lapraik & Co.	On 13th inst., 4 p.m.
Swatow, Amoy & Foochow	Haiching	Brit	Douglas Lapraik & Co.	On 14th inst., 4 p.m.
Manila	President Wilson	Am	Pacific Mail S.S. Co.	On —
Manila	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 17th inst.
Manila	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 12th inst., 2 p.m.
Manila	Presidt. McKinley	Am.	Admiral Oriental Line	On 18th inst.

SHIPPING NOTES.

The s.s. *Taiyang*, which is being built by the Hongkong and Whampoa Dock Company, for the Australian and Oriental Line (Messrs. G. S. Yuill & Co.), is to be launched this morning at the Hongkong and Whampoa Dock. The *Taiping*, is a sister ship to the s.s. *Changte*, which was launched on April 15th.

The following notice issued by the Marine Department of the Martime Customs, Shanghai, under date of June 3rd, has been placed in the local Harbour Office:—Correction plans for Marine Department Chart Nos. 16 (Yangtsze River, Kinshan Point to Bate Point) showing recent soundings on the Copper Bank crossing is now procurable at the Coast Inspector's Office. Price 60 cents.

Mails arriving in the Colony on Tuesday and yesterday were brought in as under: From Kobe and Shanghai: s.s. *Sicilia* (74 bags); Swatow and Singapore: s.s. *Bellerophon* (10 bags); Singapore: s.s. *Troilus* (three bags); Osaka and Amoy: s.s. *Nam Sang* (three bags); Swatow: s.s. *Hydrangea* (five bags); New York and Shanghai: s.s. *Celtic* (one bag); Kobe and Haratra: s.s. *Bandoeng Maru* (seven packages).

Harbour Office reports showed that for the 24 hours ended 9 a.m. yesterday there were 24 arrivals and 27 departures, against 22 arrivals and 20 departures for the previous 24 hours. Of the arrivals, 8 were British, 7 Japanese, 3 Norwegian, 3 Chinese, 1 Portuguese, 1 Siamese and 1 Danish. The total number of vessels in the Harbour at 9 a.m. yesterday was 93, of which 33 were British, compared with a total of 95 (35 British) the previous day.

SHIPPING MOVEMENTS.

The B. I. and Apear Co.'s s.s. *Tilawa* left Singapore for this port on June 7th, and is due to arrive here to-morrow morning.

The s.s. *Kulgan* left Shanghai for this port on June 9th at 4 p.m., and is due at Hongkong to-morrow at 6 a.m.

The Blue Funnel liner *Perseus* left Liverpool on June 6th, for Hongkong, Shanghai, Moji, Kobe and Yokohama, and is due at this port on or about July 8th.

WEATHER REPORT.

June 10th at 17.23.—Pressure has decreased moderately at Chefoo, slightly at Shanghai and the Bonins, and has increased slightly elsewhere. It remains highest to the north of Japan, and depressions are situated to the west of Shantung, to the south-east of the Loochoos, and over Tongking.

Hongkong rainfall for the 24 hours ending at 18 hours, June 10th 0.00 inch. Total since January 1st, 25.82 inches, against an average of 28.58 inches.

The forcast for the 24 hours ending at 18 hours, June 11th is as follows:—

DISTRICT	FORECAST
Formosa Channel	N. winds, moderate.
Hongkong to Gap Rock	E. winds, moderate; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

CANADIAN PACIFIC

EMPRESS OF AUSTRALIA

will sail for

VANCOUVER via Shanghai, Kobe and Yokohama

at 12 NOON

FRIDAY, JUNE 12th

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

	Leave Hongkong	Arrive Vancouver		Leave Quebec	Due Southampton
Empress Australia	June 12	July 1	Empress Scotland	July 8	July 15
Empress Asia	June 25	July 13	Empress France	July 22	July 29
Empress Canada	July 10	July 27	Empress Scotland	Aug. 5	Aug. 12
Empress Russia	July 23	Aug. 10	Empress France	Aug. 19	Aug. 26
Empress Australia	Aug. 7	Aug. 26	Empress Scotland	Sept. 2	Sept. 9

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINETAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL POINTS
Standard Sleeping Cars—Compartments—Drawing-Room
Dining Cars
Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC
DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
June 16	June 18	Empress Asia	June 19	June 21
June 29	July 1	Empress Canada	July 2	July 3
July 14	July 16	Empress Russia	July 17	July 19
Aug. 12	Aug. 14	Empress Asia	Aug. 15	Aug. 17
Aug. 26	Aug. 28	Empress Canada	Aug. 29	Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS. [51

HONGKONG TIDE TABLE.

From June 11th to 17th, 1925.

Days of Week	Days of Month	High Water H'kong Standard Time	Height	Low Water H'kong Standard Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Thur.	11	m 1 52	3 9	m 5 14	3 4
		m 11 39	7 1	a 7 35 a	6 6
Fri.	12	m 3 7	4 0	m 6 16	3 6
		0 32 a	6 4	8 36 a	1 0
Satur.	13	m 4 16	4 2	m 7 31	3 8
		1 36 a	5 7	9 38 a	1 3
Sun.	14	m 5 12	4 5	m 9 25	3 8
		3 52 a	5 1	10 36 a	1 6
Mon.	15	m 5 53	4 9	m 11 9	3 4
		5 14 a	4 8	11 26 a	2 0
Tues.	16	m 6 25	5 4	m 0 24 a	2 8
		6 23 a	4 6		
Wed.	17	m 6 53	5 8	m 0 7	2 2
		7 31 a	4 5	1 21 a	2 2

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 10th.

	Previous Day. at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.65	29.67	29.68
Temperature	86	78	82
Humidity	65	78	67
Wind Direction	E	E	E
" Force	3	1	3
Weather	C	O	C <
Rain	0.06	0.00	0.00

Hightest open-air Temperature on 9th ... 84
Lowest open-air Temperature on 10th ... 77

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1924.
Revised by the Members

PRICE ... 35

Daily Press Office.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON" ... ...June 14th.
"PRESIDENT McKINLEY" ... ...June 26th.
"PRESIDENT JEFFERSON" ... ...July 7th.
"PRESIDENT GRANT" ... ...July 26th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT McKINLEY" ... ...June 18th.
"PRESIDENT JEFFERSON" ... ...June 30th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
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Telephone Central 2474, 2478 & 495. Hongkong and Shanghai Bank Building. [20

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THE STEAMSHIP

VAN OVERSTRATEN

18th June, 1925.

For SINGAPORE, PENANG and BELAWAN-DELI DIRECT

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Regular Freight Service for
BARCELONA, VALENCIA, AMSTERDAM, HAMBURG, COPENHAGEN, GOTHENBURG and Other SCANDINAVIAN PORTS.

	Will Leave on or About
M.V. "FORMOSA"	25th July
M.V. "CANTON"	20th August

Subject to change without Notice.

For further particulars, please apply to—

GILMAN & CO., LTD.,
Agents.

23

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU ... Friday, 26th June, at 11 a.m.
SHIDZUOKA MARU ... Friday, 17th July, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKUSAN MARU ... Saturday, 20th June, at 11 a.m.
KITANO MARU ... Saturday, 4th July, at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.
MATSUMOTO MARU ... Friday, 10th July

LIVERPOOL via ADEN & MARSEILLES.
LYONS MARU ... Wednesday, 15th July

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 24th June, at 11 a.m.
AKI MARU ... Wednesday, 22nd July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... Thursday, 9th July

BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU (calls Delagoa, Port Elizabeth) Saturday, 8th July

BOMBAY via Singapore & Colombo.
TOYOOKA MARU ... Sunday, 28th June

CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU (Omit Calcutta) ... Tuesday, 16th June
WAKASA MARU ... Thursday, 18th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 18th June

SHANGHAI, KOBE & YOKOHAMA.
WASHINGTON MARU ... Thursday, 18th June
KAMO MARU ... Wednesday, 17th June
TAMBA MARU ... Saturday, 20th June
KATORI MARU ... Tuesday, 30th June

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone Central Nos. 299, 932 & 2422. S. KINOSHITA, Manager. [5

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "KATUNA" ... — ...via Suez Canal ... — 19th June

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

m.v. "BIRCHBANK" ... — ...via Suez Canal ... — 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "SUTTON HALL" ... ... 11th June
FOR HAVRE, LONDON ROTTERDAM & HAMBURG.

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ORIENTAL-AFRICAN LINE

s.s. "SURAT" ... ... — ... ... — Sails Hongkong, End July

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
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Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

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AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s.	"KATUNA"	...via Suez Canal ...	...	19th June
s.s.	"TITAN" ...	...via Suez Canal ...	...	28th June
m.s.	"CITY OF CORINTH" ...	...via Suez Canal ...	...	8th July
s.s.	"BELLEROPHON" ...	...via Suez Canal ...	...	19th July

* Calls first at New York.

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and
NEW YORK

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,118	13th June, Noon	Mars., London, Antwerp & Hull.
"JEYPORE"	5,318	17th June, Noon	Singapore & Bombay.
"MIRZAPORE"	6,715	26th June	S'pore., Penang, Colombo & B'bay
"MALWA"	10,941	27th June	Marseilles & London
"NAGPORE"	5,283	9th July	Singapore, Penang & Bombay.
"DELTA"	8,087	11th July	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	8,985	11th July	Mars., London, Antwerp & Hull.
"MANTUA"	10,902	25th July	Marseilles & London
"SOUDAN"	6,696	8th Aug.	S'pore., Penang, Colombo & B'bay
"KASHGAR"	2,005	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"SICILIA"	6,813	3rd Sept.	S'pore, Penang, Colombo & B'bay
"NARKUNDA"	16,227	5th Sept.	Marseilles & London.
"KHYBER"	9,114	19th Sept.	Marseilles, London & A'werp.
"KARMALA"	9,128	3rd Oct.	Marseilles, London & A'werp.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"KHIVA"	9,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,902	14th Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"MOREA"	10,911	12th Dec.	Marseilles & London.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,000	5th July	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	11th July	do.
"TAKLIWA"	7,936	23rd July	do.
"TAIREA"	7,933	29th July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane & Sydney & Melbourne.
"ST. ALBANS"	4,500	5th Aug.	
"TANDA"	6,958	2nd Sept.	
"ARAFURA"	6,000	7th Oct.	
"ST. ALBANS"	4,500	4th Nov.	
"TANDA"	6,958	2nd Dec.	

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolamoongan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
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The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,985	12th June, 10 a.m.	Shanghai, Moji & Kobe.
"DELTA"	8,097	12th June, D.L.	Shanghai, Moji & ...
"ARAFURA"	6,000	13th June, D.L.	Moji, Kobe & Yokohama
"TILAWA"	10,006	14th June, D.L.	Amoy, Shanghai, Moji, Kobe & Osaka.
"TALAMBA"	8,018	21st June	Moji & Kobe.
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"TAKLIWA"	7,936	5th July	Kobe.
"ST. ALBANS"	4,500	7th July	Shanghai, Moji, ... & Yokohama
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe
"SOUDAN"	6,696	10th July	Shanghai & Kobe.
"TAIREA"	7,933	11th July	Kobe.
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KHYBER"	9,144	7th Aug.	do.
"SICILIA"	6,813	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,227	21st Aug.	Shanghai.
"KARMALA"	9,128	4th Sept.	Shanghai, Moji & Kobe.
"DELTA"	8,097	4th Sept.	do.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KHIVA"	9,135	2nd Oct.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	2nd Oct.	do.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe
"KALYAN"	9,144	1st Nov.	do.
"TANDA"	6,958	7th Nov.	Moji, ... & Yokohama.
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe
"A STEAMER"	—	28th Nov.	do.
"MACEDONIA"	11,089	12th Dec.	do.
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Offices up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents. 1

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

*HAICHING ...	Capt. W. S. Turnbull	Friday,	12th June, at 4 p.m.
HAILONG ...	A. H. Stewart	Tuesday,	16th June, at 4 p.m.
HAIHONG ...	Capt. Ellis Walker	Friday,	19th June, at 1 p.m.

*Calling at Swatow and Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAILONG," "HAIHONG" and "HAICHING" at the Reduced Rate of $60.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers 3

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
HOIHOW, PAKHOI & HAIPHONG	"TAMING" ...	On 11th June, Noon.
HOIHOW & BANGKOK ...	"TRAN" ...	On 13th June, 11 a.m.
SWATOW & BANGKOK — ...	"KWANGCHOW"	On 14th June, 2.30 p.m.
HOIHOW & SINGAPORE ...	"KWEIYANG" ...	On 15th June, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 20th June, 4 p.m.
SWATOW & BANGKOK — —	"KALGAN" ...	On 21st June, 11 a.m.
SWATOW & SINGAPORE ...	"KINGYUAN" ...	On 23rd June, 11 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI" ...	On 27th June, D.L.
SWATOW & BANGKOK — ...	"KWANGTUNG"...	On 28th June, 3.30 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung
BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Agents.
TELEPHONE CENTRAL 33.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE [4

AUSTRALIAN-ORIENTAL LINE, LTD.
"CHANGTE"

Will sail on her maiden voyage during July
— FOR —
MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.
THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailing Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE,
Tel. C. 36. Agents. [16

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK AND BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" — ... — ... Sails 26th June

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT BLACK SEA AND DANUBE PORTS,
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS
OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S.	"TRIESTE" (cargo only)	Sails	19th June
S.S.	"FIUMI-L"	Sails	10th July
S.S.	"NUMIDIA" (cargo only)	Sails	19th July
M.S.	"ESQUILINO (cargo only)	Sails	26th Aug.
S.S.	"LACONIA" (cargo only)	Sails	12th Aug

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"VENEZIA"	Sails	1st July
M.S.	"ESQUILINO"	Sails	31st Aug.

NATAL LINE OF STEAMERS.
FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED
Telephone Central 1089. Agents 17

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS	—	—	23rd June, 1925
ANGKOR	—	—	7th July, "
COMPIEGNE ...	22nd May, 1925	23rd June, 1925	21st July, "
ANGERS	5th June, "	7th July, "	4th Aug., "
PAUL LECAT	19th June, "	21st July, "	18th Aug., "
ANDRE LEBON ..	3rd July, "	4th Aug., "	1st Sept., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS	1st Class.....£ 85. 0s. 0d.	B CLASS STEAMERS	1st Class.....£ 53 0s. 0d.
	2nd " .....£ 63. 0s. 0d.		2nd " .....£ 40 0s. 0d.

Through Tickets to London and Leading Towns of Europe
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS)

s.s. " loading for HAVRE, ANTWERP & DUNKIRK about
s.v. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd June.
Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDINGS.
CONSIGNATION—TRANSIT—REPRESENTATION. [2

POST OFFICE NOTICE.

The transmission of Radio Telegrams to Canton is suspended.

The transmission of Radio Telegrams to Swatow subject to delay until further notice.

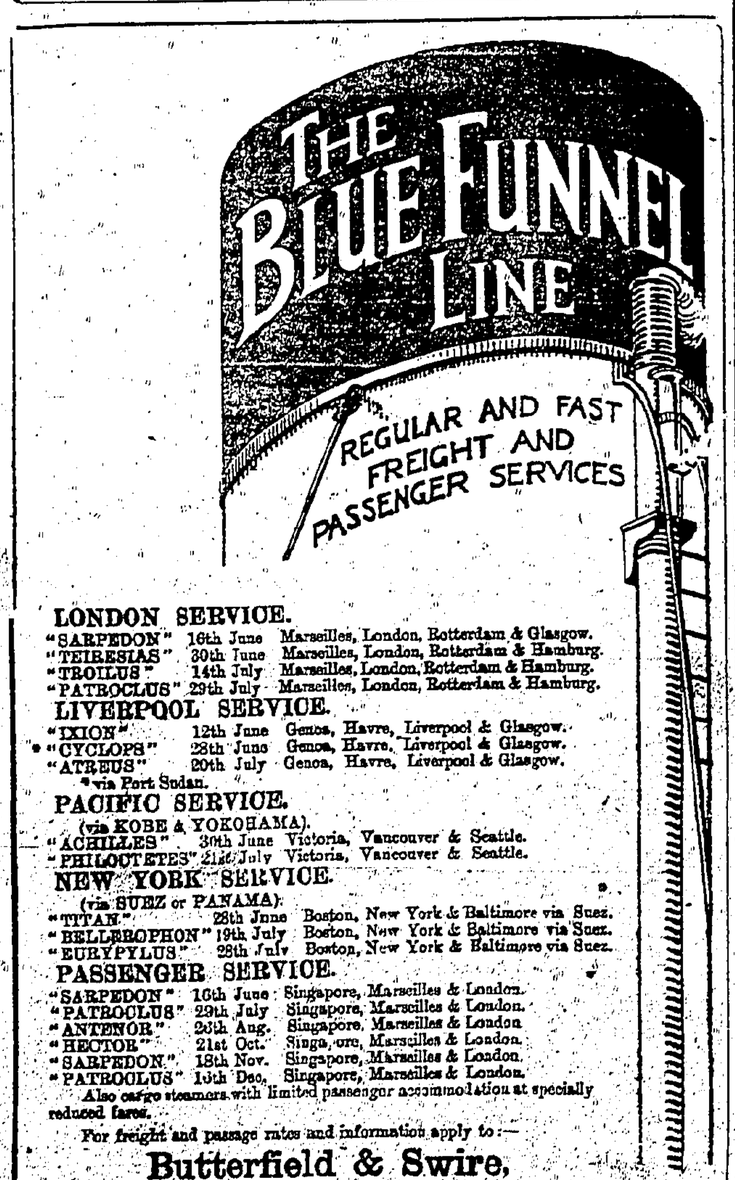
INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan & Shanghai	*Pres. Lincoln* ...	11th June
Straits	*Delta*	11th June
Straits	*Emil Kirdorf* ...	11th June
Europe via Suez (Letters & Papers, London 14th May, and Parcels, 6th May...		
Australia & Manila	*Kashmir*	11th June
Straits	*Arafura*	11th June
Shanghai	*Tilaoa*	12th June
Manila	*Kaiyan*	12th June
Calcutta	*Pres. Jackson* ...	13th June
Java	*Hoseng*	13th June
Canada, U.S.A., Japan & Shanghai	*Tjiksmbang* ...	14th June
Straits	*Empress of Asia*	15th June
Australia & Manila ...	*Kamo Maru* ...	16th June
Canada, U.S.A., Japan & Shanghai	*Aki Maru* ...	17th June
Manila	*Pres. McKinley* ...	17th June
Japan	*Pres. Lincoln* ...	18th June
Manila	*Hakusan Maru* ...	19th June
Japan	*Empress of Asia*	21st June
	Tango Maru ...	23rd June

OUTWARD MAILS.

For	Per	Date
Hoihow, Pakhoi and Haiphong ...	*Taming* ...	Thursday, 11th, 10.30 A.M.
Straits	*Carmarthenshire*	10.30 A.M.
Swatow, Amoy and Formosa ...	*Amakusa Maru* ...	10.30 A.M.
Saigon	*Telemachus* ...	2.30 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and *Europe via VANCOUVER, B.C.—due Vancouver, B.C., 1st July—and Europe via Siberia (Correspondence specially superscribed "via Siberia" only)	*Emp. of Australia*	Parcels ... 5.00 P.M. Friday, 12th, Reg. 9.15 A.M. Letters 10.00 A.M.
Shanghai and *Japan	*Kashmir* ...	8.30 A.M.
Hoihow, Pakhoi and Haiphong ...	*Tatkwa Maru* ...	8.30 A.M.
Swatow, Amoy and Foochow ...	*Hua Ching* ...	Noon
*Manila	*Yuensang* ...	1.00 P.M.
Manila ...	*Pres. Lincoln* ...	3.30 P.M.
Batavia Samarang & Sourabaya ...	*Bandoeng Maru* ...	3.30 P.M.
Japan	*Arafura*	5.00 P.M.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th July	*Kalyan* ...	Parcels 5.00 P.M. Reg. 13th, 9.45 A.M. Letters 10.30 A.M.
Hoihow and Bangkok	*Tean* ...	9.30 A.M.
Sandakan	*Mausang* ...	10.0 A.M.
*Straits and Calcutta	*Namsang* ...	Parcels ... Noon. Letters 1.00 P.M.
Fort Bayard, Hoihow, Pakhoi & Haiphong...	*Hanoi*	5.00 P.M.
Amoy	*Tilawa*	5.00 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C., 4th July—Ship sails at 5 p.m. on Sunday, 14th June	*Pres. Jackson* ...	Parcels 5.0[illegible] P.M. Registration 5.00 P.M. Letters 5.00 P.M.
Swatow, Amoy and Formosa ...	*Kaijo Maru* ...	Sunday, 14th, 9.00 A.M.
*Swatow and Bangkok	*Kwangchow* ...	9.00 A.M.
Hoihow	*Kwaiyang*...	Monday 15th 9.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. and S. America and *Europe via San Francisco—due San Francisco, 10th July	*Korea Maru* ...	Tuesday, 16th, Registrations 9.45 A.M. Letters 10.30 A.M.
Swatow, Amoy and Foochow ...	*Hai Ning* ...	3.00 P.M.
Manila	*Emp. of Asia* ...	3.30 P.M.
Straits and India	*Jeypore*	Wednesday, 17th 10.30 A.M.
Shanghai and Japan	*Kamo Maru* ...	1.30 A.M.
Japan	*Aki Maru*	Thursday 18th 9.30 A.M.
Straits	*Van Overstraten*...	11.30 A.M.
Manila	*Pres. Mckinley* ...	3.30 P.M.
Swatow, Amoy and Foochow ...	*Hai Hong* ...	Friday, 19th, Noon

*Correspondence bearing vessel's name only



LONDON SERVICE.

"SARPEDON"	16th June	Marseilles, London, Rotterdam & Glasgow.
"TEIRESIAS"	30th June	Marseilles, London, Rotterdam & Hamburg.
"TROILUS"	14th July	Marseilles, London, Rotterdam & Hamburg.
"PATROCLUS"	29th July	Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"IXION"	12th June	Genoa, Havre, Liverpool & Glasgow.
"CYCLOPS"	28th June	Genoa, Havre, Liverpool & Glasgow.
"ATREUS"	20th July	Genoa, Havre, Liverpool & Glasgow.

*via Port Sudan.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).

"ACHILLES"	30th June	Victoria, Vancouver & Seattle.
"PHILOCTETES"	21st July	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

(via SUEZ or PANAMA).

"TITAN"	28th June	Boston, New York & Baltimore via Suez.
"BELLEROPHON"	19th July	Boston, New York & Baltimore via Suez.
"EURYPYLUS"	28th July	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"SARPEDON"	16th June	Singapore, Marseilles & London.
"PATROCLUS"	29th July	Singapore, Marseilles & London.
"ANTENOR"	26th Aug.	Singapore, Marseilles & London.
"HECTOR"	21st Oct.	Singapore, Marseilles & London.
"SARPEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	15th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [16a

COMMERCIAL.

OPENING QUOTATIONS.

June 10th, 1925.

On London.—	
Telegraphic Transfer ...	2/5½
Bank Bills, on demand ...	2/3 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight ...	2/4½
Documentary Bills, 4 months' sight	2/4½
On Paris.—	
Bank Bills, on demand ...	nom.
Credits, 4 months' sight	nom.
On New York.—	
Bank Bills, on demand	55½
Credits, at 30 days' sight	56⅜
On Bombay.—	
Telegraphic Transfer ...	151
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	—
Bank Bills, on demand	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand	134
On Manila.—On demand	110⅛
On Singapore.—On demand	97½
On Batavia.—On demand ...	135⅛
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	83½
Sovereign, Bank's Buying rate	$ 8.57
Gold Leaf, 100 fine, per tael	47.20
Bar Silver, per oz.	31 9/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$30,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.

D. C. M. Bernard, Esq.	Hon. Mr. A. O. Lang.
W. H. Bell, Esq.	W. J. Pattenden, Esq.
A. H. Compton, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	T. G. Weall, Esq.

Chief Manager
A. H. Barlow, Esq.
Manager, Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 19th May, 1925. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January 1925. [26

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [20

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Kaelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Bangkok, Hodgkong, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO,
Manager,
Hongkong Branch,
4, Des Voeux Road, Central.

Hongkong, 30th May, 1925. [27

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,100,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur
Batavia	Hongkong	Madras
Bombay	Howrah	New York
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bharu	(Mauritius)
Rangoon		
Shanghai		
Simla		
Singapore		
Soerabaya		

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central,
Hongkong, April 17th, 1925. [29

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 63,406,000.00
Reserve Fund	Frs. 59,667,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom Penh	Yunnanfu
Hanoi	Pondichery	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In New York: J. P. Morgan and Co; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LEROY,
Manager.

Hongkong, 13th March, 1914 [31

THE BANK OF EAST ASIA, LTD.

Head Office:—HONGKONG

Authorised Capital	$10,000,000
Paid-up Capital	5,000,000
Reserve Fund	1,000,000

Directors:—

Hon. Mr. Chow Shou Son, Chairman		
Pung Ping Shan	Ng Ching Luk	Huynh Tai
Li Koon Chun	Pong Wai Ting	Kan Ying Po
P. K. Kwok	Mok Ching Kong	Chan Ching Shek
	Wong Yun Tong	

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [33

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....	$60,000,000.00
Paid-up Capital	12,278,600.00
Reserve Founds	9,629,436.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [32

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1868.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,909,000 (£6,742,416)
Reserve Fund	22,045,052 (£1,878,421)
Special Reserves	22,050,003 (£1,838,218)

Head Office:—AMSTERDAM

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng Bombay, Calcutta, Cheribon, Djember Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang Palembang, Pecalongan, Penang Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.

34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 80,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtau
Kai Yuen		Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. AJIMA, Manager.

Hongkong, 11th March, 1925 [35

Printed and Published by Oliver Thomas Bernaerfeir, for the Hongkong Daily Press, Ltd., at 14, Chater Road, Victoria, Hongkong. London Office: 121, Fleet Street, E.C.4.